



SR 520 Bridge Replacement and HOV Project

SR 520 Bridge Replacement and HOV Project Open House - Public Comments Received June 27 – August 31, 2005

Submitted to:
Washington State Department of Transportation
Urban Corridors Office
414 Olive Way Suite 400
Seattle, WA 98101

Prepared by:
EnviroIssues
101 Stewart Street, Suite 1101
Seattle, WA 98101

For the:
SR 520 Project Team

Friday, September 02, 2005

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
COMMENT FORM.....	2
COMMUNITY OF RESIDENCE.....	4
BASE ALTERNATIVES	6
1. Design Alternative Preferred.....	6
2. Rationale Behind Alternative Preferred	10
EASTSIDE DESIGN OPTIONS	20
1. Bicycle/Pedestrian Path to the North	20
2. Evergreen Point Freeway Transit Stop.....	25
3. South Kirkland Park and Ride Transit Access – 108th	30
4. South Kirkland Park and Ride Transit Access – Bellevue Way	34
SEATTLE DESIGN OPTIONS.....	38
1. High-level 6-Lane with Pacific Street Interchange	38
2. 6-Lane with Pacific Street Interchange	45
3. No Montlake Freeway Stop	50
4. Second Montlake Bascule Bridge.....	57
5. Direct Access to North Link Transit Station	63
TOLLING	63
ADDITIONAL COMMENTS.....	71
OTHER	81
1. Method of Notification.....	81
2. Requested Community Briefings	83

SR 520 Bridge Replacement and HOV Project

Summary of Public Comments Received

June 2005 Open Houses

EXECUTIVE SUMMARY

The SR 520 Bridge Replacement and HOV Project team hosted public open houses at the end of June 2005. 100 people attended the June 27th Open House at St. Luke's Lutheran Church in Bellevue. The next evening was just as successful, with approximately 160 people in attendance at the Museum of History and Industry in Seattle.

A major goal of the open houses was to receive feedback from the public on the alternatives and options currently on the table. The comment form distributed at the open houses posed questions about whether respondents preferred the 4-Lane or 6-Lane Alternative, the proposed North Link Transit Station at Husky Stadium and tolling. The form also provided room for citizens to write additional comments on any aspect of the project.

Of the 183 comment forms received to date:

- 98 said they favored a 6-Lane bridge
- 29 people indicated they were in favor of a 4-Lane bridge
- 44 people proposed other ideas for alternatives

Many people are interested in seeing further analysis of the 6-Lane options. More than 30% of respondents were in favor of seeing additional analysis for the following options:

- 39% - 6-Lane with Pacific Interchange
- 37% - High-level 6-Lane with Pacific Interchange
- 39% - Bike/pedestrian path to the north

There was a high level of support expressed for direct access to the North Link Station at Husky Stadium and the majority of respondents had previous knowledge that that new bridge will be tolled.

- 73% knew about tolling prior to the open house
- 66% of respondents desire direct access to the North Link Station

This report includes comments received during the open houses as well as comment forms received electronically and by mail through August 31, 2005.



SR 520 Bridge Replacement and HOV Project

SR 520 Bridge Replacement and HOV Project Questionnaire

The SR 520 project team welcomes your feedback.

1) What city or community do you live in?

- | | |
|--|---|
| Eastside | Seattle |
| <input type="radio"/> Hunts Point | <input type="radio"/> Madison |
| <input type="radio"/> Clyde Hill | <input type="radio"/> Montlake |
| <input type="radio"/> Yarrow Point | <input type="radio"/> Capitol Hill |
| <input type="radio"/> Medina | <input type="radio"/> Eastlake |
| <input type="radio"/> Bellevue | <input type="radio"/> Laurelhurst |
| <input type="radio"/> Kirkland | <input type="radio"/> University District |
| <input type="radio"/> Redmond | <input type="radio"/> Portage Bay/Roanoke |
| <input type="radio"/> Other (please write in location) _____ | |

2) What design alternative do you prefer?

- ☐ 4-Lane (4 general purpose lanes)
- ☐ 6-Lane (4 general purpose + 2 HOV lanes)
- ☐ Other (please describe)

3) Why do you prefer the alternative you chose in the previous question?

4) What are the benefits and drawbacks you see for the following Eastside design options:

	Benefits	Drawbacks	Continue Analyzing this Option?
Bicycle/Pedestrian Path to the North			<input type="radio"/> Yes <input type="radio"/> No
Evergreen Point Freeway Transit Stop			<input type="radio"/> Yes <input type="radio"/> No
South Kirkland Park and Ride Transit Access - 108th			<input type="radio"/> Yes <input type="radio"/> No
South Kirkland Park and Ride Transit Access - Bellevue Way			<input type="radio"/> Yes <input type="radio"/> No

5) What are the benefits and drawbacks you see for the following Seattle design options for the 6-Lane Alternative:

	Benefits	Drawbacks	Continue Analyzing this Option?
High-level 6-Lane with Pacific Street Interchange			<input type="radio"/> Yes <input type="radio"/> No
6-Lane with Pacific Street Interchange			<input type="radio"/> Yes <input type="radio"/> No
No Montlake Freeway Transit Stop			<input type="radio"/> Yes <input type="radio"/> No
Second Montlake Bascule Bridge			<input type="radio"/> Yes <input type="radio"/> No

6) Do you feel it is important to have a direct connection to the proposed North Link Transit Station at Husky Stadium?

- ☐ Yes
☐ No

7) Were you previously aware that tolling would be part of the funding package for this project?

- ☐ Yes
☐ No

8) Do you have any comments specific to tolling?

9) Any Additional Comments?

10) Would you like a response to any questions you may have posed earlier in this questionnaire?

- ☐ Yes
☐ No

11) Would you like to be added to the project mailing list? Please provide the following information.

Name _____
Affiliation (if applicable) _____
Mailing Address _____
City _____
State _____
Zip _____
E-mail Address _____
Phone _____

12) Are you part of a community organization that would like a briefing?

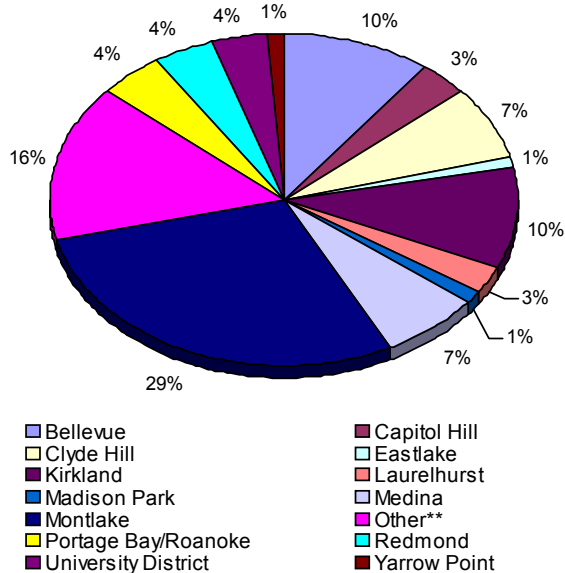
- ☐ Yes
☐ No

If so, please provide contact name and number _____

Submit by Email

1. What city or community do you live in?

Neighborhood	Number:
Clyde Hill	13
Yarrow Point	2
Medina	13
Bellevue	19
Kirkland	18
Redmond	8
Madison Park	2
Montlake	52
Capitol Hill	6
Eastlake	2
Laurelhurst	5
University District	7
Portage Bay/Roanoke	8
Other**	28



**Other Locations:

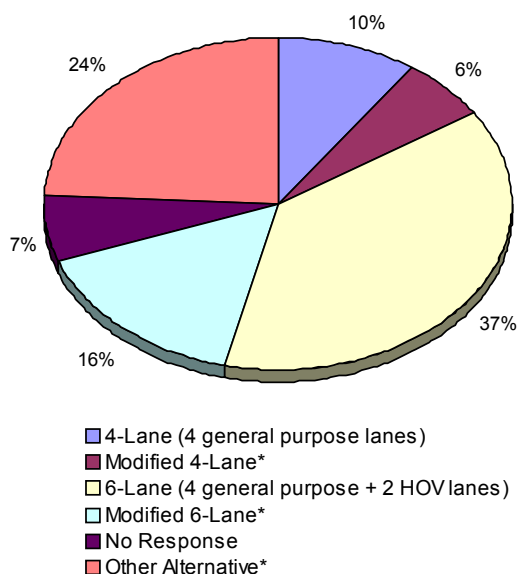
Neighborhood	Number:
Beacon Hill	1
Belltown	1
Bothell	2
Bryant (U-Village)	1
Central	1
Central / Judkins Park	1
Central Area / First Hill	1
Eastern Washington	1
Fairwood	1
Fall City	1
Federal Way	1
Hawthorne Hills	1
Hopelink--N&E KC Social Service Agency	1
Lake City	2
Madison addition	1
Maple Leaf	1

Mercer Island	1
Ravenna	1
Sammamish	2
So. King County-frequent bridge user	1
Tacoma, WA	1
View Ridge	1
Wallingford	2

2. What design alternative do you prefer?

	Number:
4-Lane (4 general purpose lanes)	18
Modified 4-Lane*	11
6-Lane (4 general purpose + 2 HOV lanes)	69
Modified 6-Lane*	29
No Response	12
Other Alternative*	44

*See below for detail on Modified and Other alternative suggestions from respondents.



Modified and Other Alternative Detail:

Modified 4-Lane*	Number:
4 general purpose + 2 HOV + Rapid Transit - preferably monorail	1
4 lane Pacific Street interchange	1
4 lane, train/monorail and bike lane	1
4-Lane (2 general purpose lanes and 2 HOV lanes)	1
4-Lane (4 general purpose lanes) - Hang monorails off each side for nice ride over the water	1
4-Lane (4 general purpose lanes) and add mass transit.	1
4-Lane (4 general purpose lanes) OR 2 HOV plus 2 general purpose OR HOV only	1
4-Lane (4 general purpose lanes) with the Pacific St. Interchange	1
4-Lane (4 general purpose lanes); or expand 522 north to take traffic off 405 and 520	1
4-Lane (4 general purpose lanes)-First try 1 HOV lane each way with general purpose lane--see if people take the bus	1
4-Lane (4 general purpose lanes)--or leave the bridge as it is!	1

Modified 6-Lane*	Number:
6 General Purpose Lanes	1
6 lane (4 General Purpose + Rapid Transit)	1
6 lanes BUT included MUST be a provision for accomodating and encouraging some form of mass transit!	1
6-Lane (4 general purpose + 2 HOV lanes) - the alternative that has new bridge to Husky Stadium and has good noise reduction.	1
6-Lane (4 general purpose + 2 HOV lanes) plus capability to add HCT (light rail or monorail)	1
6-Lane (4 general purpose + 2 HOV lanes) plus Husky Stadium entry/exit	2
6-Lane (4 general purpose + 2 HOV lanes) w/ Pacific Interchange	8
6-Lane (4 general purpose + 2 HOV lanes) with extra capability to add fixed guideway HCT	1
6-Lane (4 general purpose + 2 HOV lanes) with LRT	1
6-Lane (4 general purpose + 2 HOV lanes)--keep Montlake flyer	1
6-Lane (4 general purpose + 2 HOV lanes)--too bad it can't be wider	1
6-Lane (low) with Pacific St. Interchange	1
6-lane as above with the addition of bike/pedestrian lanes. It is the only viable alternative for the future. Or, rather leaving out bike/pedestrian lanes would be a gross oversight and show lack of vision.	1
6-Lane with Pacific Interchange	1
I prefer a 6 lane alternative but with 2 lanes of light rail, bus rapid transit or other form of high capacity express transit to move people quickly from Seattle and the Eastside.	1
I support the Six Lane with Pacific Street Interchange alternative, and oppose the second Montlake Bascule bridge. If the Pacific St. Interchange is not chosen, my second choice is the 4-lane alternative.	1
light rail,high capacity transit, 6 lanes is best	1
Six Lane with Pacific Street Interchange	1
Something with light rail or frequent transit only lines. sort of like 6Lane (4 general and 2 light rail/transit)	1
We need HCT, light rail or BRT as possible alternatives. 6 lanes is best.	1
Would like to see six lanes with monorail or high capacity transit.	1

Other Alternative*	Number:
4 general purpose + 2 HOV + Rapid Transit - preferably monorail	1
4 general purpose and 2 HOV and 2 light rail	1
4-Lane (4 general purpose lanes) or 4-lane with cap or 6-lane with Pacific interchange and park underneath High Bridge	1
4-Lane (4 general purpose lanes) OR 6 with Union Bay / Pacific Interchange	1
4-Lane (4 general purpose lanes) OR 6-Lane (4 general purpose + 2 HOV lanes)	1
4-Lane (4 general purpose lanes) OR Pacific Street Interchange with 6 lane option	1
6 lanes for general purpose and 2 HOV	1
6-Lane (4 general purpose + 2 HOV lanes) or 8 lanes	1
8 Lane (4 general purpose + 2 HOV lanes + 2 bike lanes + Monorail).	1
8 lanes from 405 through Pacific St. Exit; new Pacific St. exit replaces Montlake exit ; 6-lane over Portage Bay (which avoids the problem with I-5 over-crowding).	1
8-Lane (4 each direction)	1
8-lane (6 general purpose + 2 HOV lanes)	1
8-Lane (6 general purpose and 2 HOV lanes)	1
8-Lane (6 general purpose and 2 HOV) Across lake only--no change west of Pacific St. turnoff	1
8-Lane freeway from I-5 to Microsoft campus: 6 SOV and 2 HOV; provision for light rail. Bridge at least must be 8 lanes	1
8-lane: 4 under 4 above like a boat	1
A tunnel would be far preferable to any of above	1
Any choice must include some form of high capacity transit	1
Any plan that reduces traffic over Montlake Bridge	1
Bridge	1
Every alternative should have high capacity transit or light rail for any alternative. And 6 lanes.	1
full integration w overall plan for Seattle	1
High level monorail slung under	1
High suspension bridge	1
I would like to see light rail option included in the new design	1
Leave as is	1
Light rail from downtown Seattle to Redmond terminus + 1 HOV lane+ 4 general purpose. Light rail stops at University stop, Medina, Bellevue (SR 405 and 148th), Redmond (Microsoft, Nintendo, Marymoor Park, Bear Creek/Fall City, Avondale/Novelty Hill Rd)	1
Link to N. transit station at Husky Stadium	1
Mass transit should be a part of any plan.	1

Other Alternative*	Number:
New high bridge taking all traffic from 520 bridge going north to new interchange on Pacific and in reverse.	1
Only replace floating bridge as needed--adding bike lanes and pull over lane as required. Designate HOV lane. Add toll to discourage use.	1
Pacific Ave Interchange	1
Pacific Street Bridge Alternative	1
Put tolls on bridge to get people out of single occupancy vehicles.	1
rail or high capacity transit	1
Refurbish existing bridge or 4-Lane (4 general purpose lanes)	1
Repair existing 4-lane	1
Replace current floating bridge sections with new and same size. Possibly add a couple wider ones to handle tow truck stations. Add toll to encourage bus use and reduce traffic so current width will handle # of cars willing to pay.	1
Replace with same number of slightly wider lanes	1
Solve Question #9 first	1
Tunnel or choose a location at north end of lake where much traffic originates and ends	1
Unless you responsibly address traffic flow on Montlake I am against all proposals. You are currently seriously off base.	1
We need high capacity transit on any alternative.	1
We need more lanes!!!...how about 6 general purpose lanes??	1

3. Why do you prefer the alternative you chose in question 2?

Question 2 Category 4-Lane (4 general purpose lanes)

3. Response

Do not want larger bridge than we have now.

Because it's time for people to get rid of their cars. As long as we give people more roads they'll use them. Plus less community impact. Why can't there be HOV in the 4-lane plan?

I-5 and Montlake Blvd cannot handle any more traffic volume anyway.

Noise

Busses don't access people's needs I-5 and 405=nightmares. Growing tolls make us pay for DOT's bad decisions from before.

Potentially replaces bridge sooner. Lower cost / less r-o-w issues.

Smaller footprint, lesser enviro impact. Constrain demand.

When we take the bus it is not the bridge that is a problem, and buses share the worst problems by using existing HOV lanes--only 3 out of 100 cars actually use HOV lanes.

Just feel that the bigger we build the more traffic we'll get.

Doesn't seem it would help grid lock in our area if 6 lanes feed into I-5 that is existing--seems like enormous amount of fumes and noise just backed up trying to merge on I-5. 6 lanes is just too much concrete traversing this neighborhood.

Less impact. More likely to be completed without cuts to features.

Least intrusive to our neighborhood

Less impact with less lanes.

Optimal--minimum impact while providing a structurally sound bridge

Want to solve a present problem. More lanes etc. will certainly attract a disproportional amount of traffic creating a worse situation.

Least cost / least environmental impact.

Question 2 Category Modified 4-Lane***3. Response**

Cheaper to build, cheaper to operate and maintain as per Sound Transits Long Range Plan, requires less right of way if run over the middle of the interstate. Can get to existing Park and Rides the easiest.

-
1. Pacific Street interchange will ease traffic to and from the University of Washington.
 2. 4 lanes feed into I-5, 6 lanes don't.

We are insane if we don't add rapid rail into the suburbs

We can't build our way out of transit problems. More HOV is necessary, even on 4-lane total bridge.

So it does not turn into a political battle to force it into 6 lanes.

It will limit cars, but provide an alternative high passenger way volume way of crossing. Note: I cross the bridge twice a day, now by car--I'd rather take light rail.

Increasing capacity of bridge (ie more lanes) does not improve transportation since I-5 is already over capacity. Solution is to build third bridge between Sandpoint and Kirkland.

Why add capacity to 520 when it has no place to go?

I like the idea of the size of the 4 lanes (already wide) but believe the HOV lanes make sense--perhaps scrap the bicycle / pedestrian lane, shrink the shoulder a little and add the HOV lanes.

Get people out of cars--make the buses efficiently run and people will use them. It's a cheap easy fix.

Less destruction of neighborhood, wetlands habitat and great natural environment! Building more roads, bridges, and intersections will not solve the problem.

Question 2 Category 6-Lane (4 general purpose + 2 HOV lanes)**3. Response**

Need the extra lanes to move more people. The 4-lanes is what we have and it is inadequate. 6-lane will provide HOV and any further expansion in the future. It would be near-sighted not to move ahead with the 6-lane.

HOV across

There's no point in doing a project of this scale that doesn't accommodate more usage.

Current HOV setup adds little value. It is needed, but needs to be end-to-end to be most effective.

Should move traffic, provided East end and West ends across Lake Washington can handle it.

I ride the bus and it's frustrating to have mass transit get stuck in traffic.

4 lanes not working now. HOV on the bridge will make multi-occupant vehicles an option. Now HOV ends at bridge. Absolutely need a bike route to Burke Gilman Trail.

Volume increase inevitable

Better travel reliability for transit service, key part of HOV network, straight-forward conversion to HCT on bridge. However, need to consider impact of peak oil, rising fossil fuel costs and climate change on future demand for auto travel.

Rebuild should include transit options and stay within existing corridor footprint

We need it!

Accessibility when there are problems--with 6 lanes there are options when an accident occurs.

4 lanes is totally inadequate--moving only 7% more people in 13% fewer cars doesn't begin to solve the problem.

If we're going to endure the mess, let's get it all done at once to prepare for future demand.

Balance of cost-capacity (vehicle and person), safety. Need those HOV /BRT lanes!

We need to accommodate HOV on the new bridge. It would be crazy not to!

If you are going to build--do it right so you don't have to add more later.

Like HOV option

We must support efficient mass transit

It is the only alternative we can afford that is an improvement on the existing.

Better flow for the future.

We obviously need the bridge. The community is growing, so complete the maximum now and avoid building again in the future.

HOV

Because buses need to get through

Are you kidding? Picture 100 story buildings in Bellevue

Friday, September 02, 2005

Question 2 Category 6-Lane (4 general purpose + 2 HOV lanes)**3. Response**

Better reliability for bus, Pacific bridge interchange option, connect better to UW and rail.

Most cost effective and lowest \$ / person moved; is not any closer to my house than the current P.B. Viaduct

We prefer to minimize car traffic and urban land devoted to it. 6-lane and Pacific Interchange seems to do this.

Because we need to plan for continued future growth--let's not go thru this again in 15-20 years.

Throws a bone to the public transit folks without doing too much damage over here. My real preference is to replace the structure as is and let future technology (high tech autos) move more people in the current roadway.

It would appear that moving more people is the raison'd'etre of this movement.

Best safest bridge.

HOV is very important to me now and I believe we need to make investments in it as well.

Bike lanes and HOV lanes on bridge

Has HOV lanes and extra shoulder.

I don't really prefer it, but it makes no sense to replace the existing bridge with another just like it.

Need carpool lanes going to eastside to encourage carpooling

I would actually prefer to look at 6 general purpose lanes. It would be very short-sighted to rebuild the bridge without adding HOV capability. This bridge will be in place for 60 years and we should think ahead.

Prefer IF impacts to Seattle neighborhoods can be mitigated. If massive impact, then stay with 4-lane.

Why would anyone even consider 4 lanes? If 4 lanes, not worth building it.

With the 6 lane alternative you get lid parks. Build extra capacity while you can because it is almost impossible to go back and do it later.

My husband takes the bus across the 520 bridge to Redmond and is frustrated that transit must sit in traffic. A quicker trip for those willing to use transit might provide incentive for others to leave their cars at home!

Necessary to handle the large flow of traffic on the SR 520 bridge

To decrease "parking" on Montlake prior to exit to Bellevue.

Long-term traffic capacity

Need carpool lanes going to eastside to encourage carpooling

The volume of traffic and forecasts make a case for the concept of "bigger is better".

Move traffic it has to have breakdown lanes.

Friday, September 02, 2005

Question 2 Category 6-Lane (4 general purpose + 2 HOV lanes)**3. Response**

Encourage mass transit, bikes and other alternatives to single-occupancy-vehicles. Ideally, the 6 lanes would be 3 HOV + 3 general purpose (switch lane in peak hours) -- discourage gratuitous car use, reduce dependency on gasoline, encourage carpooling.

It's very important to keep bus and HOV traffic flowing smoothly across this bridge to reduce congestion and encourage bus ridership into Seattle.

More capacity (4 lanes is no change) and mass transit needs to be beefed up significantly. The 'road-only' mentality is killing this state. Build some real mass-transit, trains.

The extra HOV lanes allow up to 30% more traffic flow. I'm for any improvement that will alleviate backups getting across the bridge! I would prefer an 8-lane option, but I understand that the costs are staggering. In that case you should prep the bridge for an extra lane in both directions, or a shoulder that could later be turned into a lane...

HOV capacity is extremely important to continued mobility between Seattle and the Eastside. There is no way we can build SOV capacity to meet our entire need going forward and increased HOV will be our only opportunity to support all our growth in jobs on both sides of the bridge.

While it was hard to choose between a "genral" purpose or a general "pupose" option, basically the more lanes the better.

I hope you're paying more attention to details with the actual plans!

More capacity

I feel that it is the best solution to add additional HOV lanes.

Want more lanes but want it quiet!

Build for the future. Don't build in limitations on a critical artery.

The existing 4-lane bridge is already inadequate.

Present and ultimate necessity

Need to move transit more efficiently

The beautiful grassy lids and the quiet promised--an elegant solution.

Question 2 Category Modified 6-Lane***3. Response**

People vote every morning and evening by driving their cars. They do not want HOV. Also HOV is not enforced. HOV is too expensive for the few that benefit.

Metro Buses just sit in traffic most of their route - no one wants to ride Metro - Rapid Transit is a much better solution - i.e. Boston

We simply must encourage a form of mass transit. We have discussed it for decades and it becomes more expensive with each discussion.

We need HOV / rapid transit, we need noise reduction, we need traffic off Montlake bridge.

Replaces current bridge, adds many transit improvements

Reduces traffic on Montlake Blvd.

Reduces traffic on Montlake Blvd.

Makes more sense

With Pacific St. interchange there is a direct connect to light rail. Also, ends the Montlake traffic crush.

Best alternative which moves major intersection to Pacific St Interchange, links to light rail and allows landfall of new 520 bridge over Union Bay.

Traffic will increase so need more lanes. Prefer options that separate local street traffic from freeway traffic. Local traffic would not have to wait in freeway backups.

traffic directly to UW
room for future rail
HOV essential over bridge

6 lane adds HOV, keeps the bridge a reasonable size for surrounding neighborhood.

I believe the added capacity will be needed by the time the project is completed (circa 2013)

Light rail is essential to the future when cars are obsolete.

25% in 2030 will be clogged again--but certainly better than 4 lanes 7%

Access to UW, aesthetics, safety, minimal impact on community

Anything smaller than 6-lanes would not do a dent in the situation across the lake. Leaving out bike/pedestrian lanes (really one in each direction, or one bike lane, one pedestrian lane) would neglect future needs, future generations and limit the possibilities for people actually taking their bikes to work instead of driving. With the weather in Seattle getting warmer and warmer, sunnier and sunnier (just look at the past couple of years), biking will be more and more of a viable alternative. Any city with this climate is great for biking. Cities with worse climates are still having people commute and run errands on their bikes.

Helps flow to/from Montlake Blvd. North of ship canal to/from 520.

Because the cost of adding two additional lanes will be very expensive and we need to maximize the number of people that are moved to get the best return on our investment.

Friday, September 02, 2005

Question 2 Category Modified 6-Lane***3. Response**

Traffic in Montlake is already horrible, and expanding the 520 without mitigating that traffic will worsen the snarl at the 520/Montlake intersection. It would be irresponsible to allow this to happen. Also, the Pacific St. Interchange would allow a direct connection to the Burke Gilman. As a daily bike commuter, I'm very supportive of this possibility.

We are growing faster then we can make roads big enough to take the people.

The surface streets around the current Montlake and Arboretum cannot handle more volume of traffic feeding onto 520, but we do need to address the higher volume demands placed on 520.

I prefer to encourage carpooling and transit. Nothing like a seeing others zoom by to get people thinking about carpooling.

We need space on the 520 bridge for HCT.....possibly light rail in the future or BRT.

Have got to have a higher capacity. Am also concerned about a safety lane. If a car breaks down, it's all she wrote.

Question 2 Category Other Alternative***3. Response**

Cheaper to operate and maintain as per Sound Transits Long Range Plan, requires less right of way if run over the middle of the interstate. Can get to existing Park and Rides the easiest.

We need more mass transit alternatives to help the city and region expand more efficiently

Smaller footprint; 6 lanes doesn't solve any problems.

Hope we'll use more rapid transit alternatives.

Need to consider ways to move traffic off SR520, making Pacific St Interchange desirable.

Four lanes isn't enough now, why would we build a new bridge with no additional general purpose capacity?

8 lanes will carry traffic farther into the future for less per lane cost than changing it later.

The lack of HOV lanes for 2-occupancy vehicles makes commuting back into Seattle difficult in the evenings. Bike lanes are needed. Monorail (or other elevated transit) can be placed over the bike lanes.

HOV lanes won't add enough capacity for likely future growth in U District and Redmond. Carpooling is impractical for most commuters, especially those who work in small offices with geographically dispersed workforce. Spending \$3+ billion on a bridge with such a minor increase in capacity is very shortsighted. Plus, if you discontinue the extra lane at Pacific Street, you won't have the problem of overcrowding on I-5 (which was one reason for not considering the 8-lane option).

We have spent more money on studies than they are worth. It's time to look out 20 years rather than 6 months. Add lanes to 405 and I-5 rather than use them for excuses to do another study.

Bridges last for a long time and are much more difficult to change / expand than other roads.

It's extremely short-sighted to build a new bridge with only 4 general purpose lanes given the traffic congestion problems in Western Washington, especially considering that the bridge won't even start construction for another 4-5 years.

I don't want to pay a bunch of money for essentially the same thing I have today, minus the safety problems. It should improve traffic as well.

All growth projections identify the need for more general purpose lanes as well as HOV lanes and transit.

Will ease congestion caused by Pacific St. turnoff. Backup will extend across lake without extra lane.

While rebuilding 520 offers a chance to remove existing bottlenecks it does not account for future population growth adequately; we shouldn't leave ourselves having to do this again in 2020.

A tunnel exiting in open areas preferably, minimal non-residential would have less impact on the residential areas and would preserve the beauty of a priceless facility

I would prefer to have a light rail or some kind of high capacity transit on any alternative (i.e., monorail)

Bridge to Husky Stadium access

Environmental impact and beautification and iconic/bold vision and naturalization of Montlake experience

Friday, September 02, 2005

Question 2 Category Other Alternative***3. Response**

The needed capacity for future.

No room above so:

Absolutely no exit onto Montlake Bv heading north.

WA DOT has consistently refused for the past 30+ years to properly sign and manage the traffic exiting onto Montlake heading north. Some, many, cars speed off at the sign-stated 40 mph speed limit which is not revised over the half mile exit.

Present floating bridge has been unstable.

Will provide access to area north of the canal.

We need to have space for some form of mass transit beside buses included in the design. If not built right away, a place for it should exist.

Less destruction of neighborhood and wetlands. In addition, won't solve bottleneck to and from I-5

To entice people out of their cars you need to provide them with a core backbone system that has stops in each community along SR520 and which will serve the high employment and residential areas along SR520. New York City and Boston have rail that is 1. reliable, 2. runs every 15-20 min regardless, 3. is designed along core backbone routes, 4. targets high residential and employment areas, and 5. ties communities together. It is time to look at traffic engineering from the consumer/user's perspective and not just the engineering perspective!

Must take advantage of opportunity to provide transit options.

By the time the span is completed, 4 lanes will be insufficient. The only viable long term alternative is rapid transit. The bridge plan should provide a dedicated corridor for transit between the east side and Seattle

Needs to connect with Sound Transit. Need to get traffic off Montlake.

Bridge expansion only encourages growth and use and discourages mass transit, worsens intersection and neighborhood congestion, noise pollution, cement and unattractiveness.

Reduces traffic through Montlake, eliminates shoot on-ramp west bound from current Montlake intersection.

Overall seems to be more of a win-win situation regarding many factors, e.g. light rail, aesthetics, efficiency, etc.

There is no place for additional traffic to flow into Seattle, so what is the point of increasing amount of traffic onto bridge that goes nowhere?

overall better choice for future

Existing bridge is in good spot and using existing footprint would not encroach on existing homes.

This can be done at much lower expense, without requiring a new footprint.

Make Portage Bay Viaduct 6-lane to I-5 so back-up to exit is reduced to a lane for those people only. Add sound barriers to both sides full length.

Aesthetics and noise. Best idea: Sink the bridge.

I would realistically prefer no changes. The current situation is not great, but we don't need to spend \$4 billion for another weak solution.

Friday, September 02, 2005

Question 2 Category Other Alternative***3. Response**

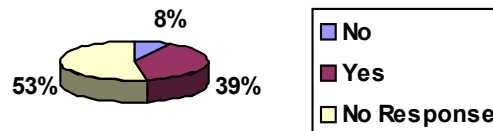
As the region continues to grow, we have to provide more options to get people out of their cars and into mass transit.

Because we need more lanes...that's the problem. Adding HOV lanes won't solve any problems and neither will just replacing what's there. We need 3 lanes in each direction.

4a. Bicycle/Pedestrian Path to the North

Continue Analyzing this Option?	Number:
---------------------------------	---------

No	15
Yes	71
No Response	97



Continue Analyzing?	No
---------------------	----

Benefits	Drawbacks
----------	-----------

Less crossing freeway improves conditions for cyclists--less blind corners

None

Not high priority. Better to provide access for disabled vehicles.

Added cost--low benefit/cost

A waste of money. Will not be used. They can put their bikes on buses.

Nice to have

Not worth the cost.

Don't see need for cost of providing pedestrian / bike. Provide free bus across. It's cheaper.

Maximize traffic movement capability.

Costs less; leverage existing path; save space

Seattleites have to interact with residents in the bay communities.

Use the corridor for car/bus traffic

There's not a point... People shouldn't walk across the bridge, or bike across it...

None that I see

Let bikes drop off on land and let them use current side streets--less footprint

Impact to existing Points trail and to Wetherill Park

Expensive subsidy of transit

None--too far of a distance and there is already an alternative for recreational bicyclist on the I-90 span.

Expense and not a real alternative for serious commuters.

Continue Analyzing?

Yes

Benefits**Drawbacks**

	More valuable if the bicycle path continues across the bridge. It would be great to bike to work!
Ease of non-car commuting across the lake	Extra expense and removal of room which could be used for additional lanes
Definitely encourages bike commuters from downtown. Also would be a beautiful "recreational" ride/walk as well (think tourism) I'm especially interested in bike connectivity, to the 520 bike path already intact.	None!
Continuous path. Most of it is already there.	
Better access for bikers, fewer cars for those who want to exercise	More costly than existing and 4-lane
Best protection for cyclists during winter blows	
Yay!	
At last!	None
Allows access for green rider (cyclists)	
Allow human-powered commuters to cross the bridge without using the bus.	
again, alternatives are best bet	
Access to UW	None
Absolutely! Biking is an important transportation option....especially across 520 from Seattle to Redmond.	
Encourage bike use, encourage walkways	None
33,000+ UW students plus employees plus other commuters	
Bad weather comes from south	
	Do we really need paths on both sides of the freeway (520)
A bicycle path included in a greenbelt area established along the north side the bridge would benefit the living conditions of the north residents, from both sound reduction and air pollution standpoint.	

An optional way of moving people - there are many who bike and walk across I-90.	Cost/additional roadway width and the engineering that will entail on each end of the bridge.
Need bike path to provide alternative to I-90 or bus across!	
Will use bicycle path	
Will make bikers happy and will not dislike tolls so much	Complaints from bikes
We don't need bicycle or ped path. The existing bus service is great and bicyclists can put their bikes in front of the bus.	
Transit and bike access should be considered for all locations. General benefit.	
Move more people without motor vehicles.	
Taking SOV cars off the freeway to allow those who must drive SOV including freight more room.	
More direct	
Save gas, get exercise	Homes on corridor fight.
Reduces auto traffic	
Provides alternatives to commuters	None
Promotes non-vehicle travel, and healthy exercise.	
People have alternatives to their cars	None
Needed, see comments above. Biking will play a more and more important role in commuting	Expense
Encourage the bikers/peds--It's good for health	It's very expensive--we did it on I-90 at high cost.
I would use it regularly. We need to provide options for non-polluting vehicles.	
Encourages fitness, recreation--a large part of Seattle's image; slight relief of congestion	
Expand bicycle commuting possibilities in Seattle!	
Fewer cars	
Gets bicycles off Lake WA Blvd--dangerous.	

Good to have continuous travel, avoid unnecessary elevation changes, and existing trail(s) already to the north.

Need a bike lane over the bridge like 90, this is to open up walking,jogging, biking etc

Lose some room for big SUVs to drive across the bridge

Help local walkers and bikers

Can't see any

It avoids sharp curves and must be cheaper given all the walls/cuts necessary to get a south side BP under on/off ramps and surface streets south of 520. More efficient as well for bikers. Could cross 84th and 96th at grade as well--low traffic to the N

None

Less corners for bike path

Less cost, better grade

Makes the area easier for peds/bikes to pass through

Many

None

More bicycle commuters/faster bus stops because they won't have to load bikes

None

Greatly enhances ability of bicycle commuters to cross Lake Washington from Bellevue/Redmond to Seattle.

Continue Analyzing?

No Response

Benefits**Drawbacks**

Nice--but somewhat a luxury

Way too wide. Lacey Murrow one is way underutilized and unpleasant.

Access to UW

Dangerous and unpleasant. Too wide?

Builds sense of community

From where?

Get people out of their cars, enjoy the outdoors, improve their health!

Good

I'm a biker and a walker and would appreciate it

Isn't the issue about vehicle impact? Peds and bicycles should be secondary thought.

Main point is to ensure there is bike access

No comment

Watch grade of trail where it connects to Points Drive e/o 92nd (either North or South)

Would need plans explained

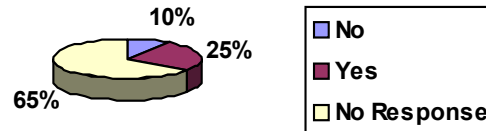
Yes, anything to encourage non-SOV commuting

It's a PC option, but not worth the cost.

Expensive and not many people use it.

4b. Evergreen Point Freeway Transit Stop

Continue Analyzing this Option?	Number:
No	18
Yes	46
No Response	119



* WSDOT is currently evaluating the removal of the Evergreen Point Freeway Transit Stop. The wording of this question may have been misleading to respondents, because it is not clear if further study implies removal or retention. However, based on comments received, it appears people who indicated further analysis is desirable are in favor of keeping the stop; respondents who chose no further analysis appear to be in support of removing the transit stop.

Continue Analyzing? No

Benefits

Drawbacks

There's one there already (actually on Evergreen Point, so keep it)

Not needed

May not be too much traffic from the point cities and Medina to warrant it, takes up space

Expensive subsidy of transit

Limited parking, slows commute down.

Parking

Parking, transit transfer, not capturing people far enough east.

I've been commuting for five years and still don't understand the benefit of this stop.

More ridership use than Yarrow Point Flyer Station

Need space for toll facility (which is where the pre-1979 tolls were)

More security for surrounding neighborhood

May inconvenience some commuters.

Need a stop at Evergreen Point

Not having a stop at Evergreen Point will cause an overload at S. Kirkland P&R

No interest in this

No interest in this

Provide a transit point for residents in the area, but No one would use this one anyway...
residents in this area are unlikely to take public
transportation. Hence, use the funds elsewhere
where they will be better used for the public good

Few people will use it.

Continue Analyzing?

Yes

Benefits**Drawbacks**

Encourage commuting in other than cars

Encourage bus riding

You should be able to solve the width problem at Fairweather park. We need it.

Should be Rapid Transit - NOT a Metro Bus

Busses are good and anything that helps encourage their use should be looked at.

Currently in use by local communities

Only if this will INCREASE the number of buses running along the corridor -- Eastside is lacking in regular, reliable service that runs every 15 minutes

Will not provide direct route linkages from various Eastside P&R's to this stop but will be routed through Bellevue transit and thus additional stop and loss of travel time.

Would replace the stop on 520 they are talking of moving. Help locals

Might make Medina folks take transit once in awhile.

Trying to get folks out of cars and into transit is worthwhile. Should be free and subsidized.

Transit stop needed wherever possible to provide maximum transit opportunity.

None

Transit and bike access should be considered for all locations. General benefit.

That is a well used access to buses--don't force points community back to South Kirkland Park and Ride

Need parking

Serves Medina-we will use it!!--we already do.

Resource for neighborhood. Give us a break for putting up with impact, provide parking for use of Fairhaven Park.

Noise to neighbors.

Definitely. The high volume of traffic dictates an efficient public transportation alternative.

People use the bus!!! Less cars on the road!

Mass transit is good--few vehicles lowers pollution.

Maintains current level of bus coverage on 520

Medina residents unlikely to ever stoop to riding a bus

Keep! It is extremely valuable for seniors and critical in order to get others to take the bus instead of a car. None

Is heavily used currently, obviously needed None

I support the expansion of public transit as the way to sustainably grow our city.

I love the bus. I take it everyday to work. Many people at UW use it. Please do not take away the freeway station.

Excellent! Fewer cars. A big plus for the University of Washington students and staff. None

Encourages transit use, cutting SOV traffic

Public transit will need this access for ridership None

Benefits

Drawbacks

can't transfer to 271 from downtown Seattle

Would this connect to a bunch of bus route or other transit options? Otherwise, how would people get there, if not by car?

Any option must have this stop

Good

Improves access to downtown without relying on automobiles

Keep the transit stop--Do not delete the transit stop

necessary

Needed

No comment

No opinion

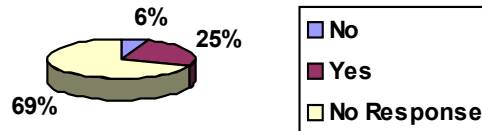
Would need plans explained

We need a flyer stop at the South Kirkland Transit station access point. Kirkland riders need to have quick access to downtown and out to Overlake if they will be encouraged to use transit instead of cars for commuting.

4c. South Kirkland Park and Ride Transit Access - 108th

Continue Analyzing this Option?	Number:
---------------------------------	---------

No	14
Yes	35
No Response	134



Continue Analyzing?	No
---------------------	----

<u>Benefits</u>	<u>Drawbacks</u>
-----------------	------------------

Less traffic on this street

Too far from major residential centers.

108th doesn't serve as many folks as Bellevue Way

Minimal

Will increase congestion in an already congested area during rush hour.

No interest in this

No interest in this

Expensive subsidy of transit

Continue Analyzing?

Yes

Benefits**Drawbacks**

Anything that enhances transit is good.

Good transit station for smaller, local buses

Not enough parking

Extra access for transit. On-ramp curve more uniform

A sharp on-ramp gets sharper

Yes definitely need. Quick access better than Bellevue Way

Encourage commuting in other than cars

Efficient bus access to Transit and P&R

Great benefit to mass transit

None

Captures people and puts them in transit before they reach the bridge.

Encourages transit use, cutting SOV traffic

"give us a flyer stop here." This is an attempt to give those in north Bellevue and south Kirkland the opportunity to tap into the 22 bus routes that go along SR 520 but simply bypass Kirkland altogether.

Should be Rapid Transit - NOT a Metro Bus

Only one of these options needs to be looked at

Efficiency, flow, speed of service, and USER FOCUSED

More direct with transit center.

Transit stop needed wherever possible to provide maximum transit opportunity.

None

We need a flyer stop at the South Kirkland Transit station access point. Kirkland riders need to have quick access to downtown and out to Overlake if they will be encouraged to use transit instead of cars for commuting.

figuring a way to get people from the Transit station to the freeway, especially in rainy winter days when people are unlikely to want to make the walk down the hill to make the connection

We need a flyer stop here, so people thereabouts can more readily use the busses

Encourage as many park and ride lots as possible

We need some sort of flyer stop here for the bus routes that do not go into Kirkland.

Without this, Kirkland gets isolated.

Highly used P&R needs direct access.

The access is fine but the transit using it is terrible; too many buses. Too many buses using this P&R. Too far off the highway-take too much time. Look again.

More level than Bellevue Way option, direct access to HOV lanes

Transit and bike access should be considered for all locations. General benefit.

More direct for transit

More expensive

Mass transit is good--few vehicles lowers pollution.

Major point for commuter on the eastside

None

Looks like better flow

Kirkland is one of the densest cities on the Eastside and deserves to be rewarded for its density by having more options to ride HOV than it currently receives.

I understand the difficulty of getting this into the current footprint of the interchange

Incentive for people to use public transit

Important and growing P&R

I support the expansion of public transit as the way to sustainably grow our city.

Several

None

Continue Analyzing?

No Response

Benefits

Drawbacks

Good

Additional space is needed RIGHT NOW

necessary

No opinion

There should be some sort of flyer stop in this area to allow more people access to buses that miss the Park and Ride

Unable to give input.

We should encourage mass transport! It decreases congestions, less energy usage and saves oil for our children.

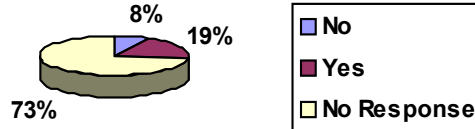
Would need plans explained

With HOV, maybe folks will ride the bus more.

4d. South Kirkland Park and Ride Transit Access - Bellevue Way

Continue Analyzing this Option? Number:

No	14
Yes	35
No Response	134



Continue Analyzing? No

Benefits

Would be more convenient for eventual light rail access along 520 or Bellevue Way

Give us a flyer stop here!

Less expensive

Minimal

No interest in this

Quicker access to the P&R from freeway

Should be able to connect via a ramp from the North P&R. Also Bellevue Way has a far share of commuters going south to I-90 instead of up to 520

Drawbacks

Too far from major residential centers.

On ramp way too short. Additional snarl as traffic floods Northup Way to access the ramp.

Kirkland comes on at this point now. Too much congestion

Much slower access to S Kirkland and P&R

Steep Bridge & Hill. Probably not usable during icy weather.

Still involves more arterial use to P&R

Will increase congestion in an already congested area during rush hour.

No interest in this

Probably very expensive

Expense (as all other options)

Expensive subsidy of transit

Continue Analyzing?

Yes

Benefits**Drawbacks**

Captures people and puts them in transit before they reach the bridge.

Better access needed now

Space limitation

Transit stop needed wherever possible to provide maximum transit opportunity.

None

Should be Rapid Transit - NOT a Metro Bus

"give us a flyer stop here." This is an attempt to give those in north Bellevue and south Kirkland the opportunity to tap into the 22 bus routes that go along SR 520 but simply bypass Kirkland altogether.

I support the expansion of public transit as the way to sustainably grow our city.

Transit and bike access should be considered for all locations. General benefit.

Sure, we need some sort of flyer stop here for the bus routes that do not go into Kirkland.

Several

None

Please give us a flyer stop here so Kirkland residents can access the many buses that pass by on 520.

Please consider a flyer stop at this location

Mass transit is good--few vehicles lowers pollution.

Better access from Kirkland and Bellevue

Farther from the park and ride

Kirkland is one of the densest cities on the Eastside and deserves to be rewarded for its density by having more options to ride HOV than it currently receives.

Give us a flyer stop here

Encourages transit use, cutting SOV traffic

Encourage commuting in other than cars

Encourage as many park and ride lots as possible

Efficiency, flow, speed of service, and USER
FOCUSED

Closer to Bellevue than the 108th station.

Lots

None

Benefits**Drawbacks**

Would need plans explained

Additional space is needed RIGHT NOW

Good

Incentive for people to use public transit

Many people may be concerned about taking the bus--My experience is that driving must be slightly more difficult than taking bus and more folks will take it or other mass transport.

necessary

Need flyer stop there.

No opinion

Parking lot very small there.

There should be some sort of flyer stop in this area to allow more people access to buses that miss the Park and Ride

We need a flyer stop at the South Kirkland Transit station access point. Kirkland riders need to have quick access to downtown and out to Overlake if they will be encouraged to use transit instead of cars for commuting.

figuring a way to get people from the Transit station to the freeway, especially in rainy winter days when people are unlikely to want to make the walk down the hill to make the connection

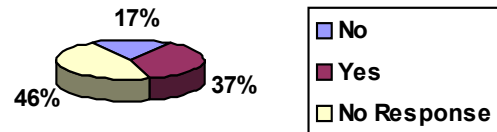
Yes definitely need. Quick access better than Bellevue Way

Unable to give input.

5a. High-level 6-Lane with Pacific Interchange

Continue Analyzing this Option? Number:

No	32
Yes	67
No Response	84



Continue Analyzing? No

Benefits**Drawbacks**

By eliminating Montlake 520 interchange you are putting a huge strain on the Arboretum. Pushes traffic through Arboretum and down Madison.

Cost, imposing structure through Montlake

Creates a huge traffic jam in Montlake

Expensive, seems like overkill, ugly

Lid would be prettier than a large overhead structure.

More visual blight/more noise

Noise

overpowering

Too expensive. Destroys Montlake community.

Too expensive. Too many vehicles to add to I-5

Very invasive

	Visual
	Will only increase traffic jam at I-5 interchange
?	Cost
better access for boats	\$\$, aesthetics
Intermodal connection relieve traffic on old Montlake bridge, reduces noise. Allows greenbelt connection. Can put lid over and put sports fields on lid.	Still sending traffic into/through arboretum.
Monument--"statement" bridge--UW access important--more Montlake access is better	Way too expensive, eye sore
Moves drivers through the most congested areas.	Cost/neighborhood disruption
No benefits	Eliminates the flyer stop, people taking the bus would find it takes more time to transfer
No!	Loud put Montlake "under" the traffic
Only if it is tunneled under Montlake	Destroy neighborhood and views.
Relieve congestion in Montlake	Might be an eyesore
Solves interchange problem, but option below is likely better.	Probably too expensive and obtrusive.
Ugly	

Continue Analyzing?

Yes

Benefits**Drawbacks**

	bus acceleration degraded
	Crowds hospital and stadium. More traffic.
110 ft version seems too high, too steep. Prefer 70' clearance as more reasonable.	
Addresses Montlake Bridge congestion	Backup will extend onto floating bridge.
Agree with the Pacific St. interchange	I feel high level would be very noisy
All tall boats can get by. Moves bridge traffic queue out of Montlake Community	Super high profile. Steeper approach
Alleviate traffic and noise on Montlake Blvd...aesthetically attractive	
Attractive commuting options, potential to make a major positive architectural statement.	
Better design	
Better for Seattle, less up/down	Worse view
Connection to Sound Transit. Reduction of traffic at Montlake & 520.	Loss of transit stop. Impact on Arboretum.
Currently the Montlake interchange is inefficient and frequently gridlocked. A high-level interchange could streamline the traffic and alleviate congestion for non-freeway travellers.	
Don't know enough	
Eliminate congestion and traffic back-ups through already crowded surface streets, residential neighborhoods and the Arboretum.	
Ends Montlake traffic jams, connect to light rail. Helps University and northbound traffic to destination.	
Fixes Montlake Bridge bottleneck	Moves same problems to in front of UWMC.
Gets rid of that damn set of stoplights right at the end of 520 exits	Potential for added congestion at Husky Stadium, particularly during events

Friday, September 02, 2005

Gets traffic on to northbound Montlake Blvd without replacing existing Montlake bridge

Provides interchange but where is the needed congestion relief all along Montlake blvd? Also, very ugly

Given connection

Great access to UW

Appearance

Great idea!

Helps traffic flow from Montlake Blvd. NE

I do not know the difference between this and the option below

I like this because it keeps the noise higher

I think this improves Montlake traffic, but needs to control noise. But love the UW view. Could rejoin neighborhood or provide parking

Noise control

Improved traffic patterns at Montlake

Will the UW end up as a big bottleneck?

Improves traffic; connects to light rail

Is this the suspension bridge idea, if so I love the idea of the green space below and more traffic on the UW side

More difficult for Montlake to get on I-5 North, but this is the price they pay for less congestion

Keep looking at this option / alternative. Concern about increased traffic thru Arboretum (diverted away from Montlake--23rd to Arbor Dr/LW Blvd at Madison)

Keeps traffic out and above Montlake

Links=Light Rail. Moves traffic better to points north where most traffic goes now anyway. Moves interchanges out of the neighborhood, ie, near homes. And better pedestrian mobility increases safety.

6 lanes instead of 4

Looks like it will move traffic faster

Visual

Low level 6 lane

Might accommodate expected traffic increase predicted over next 10-20 years

Moves more people

Much more direct feed to UW campus and that area. Also alleviates Montlake bridge bottleneck. I also prefer the high-level bridge, it looks better

Noise reduction

Limited bicycle traffic westbound--only option is to UW?

None

Should be 4-lane

Pacific St. interchange is necessary--Montlake is a horrible bottleneck. It's crazy to have so much commuter traffic encounter a drawbridge and a 4-lane bottleneck through a residential neighborhood. In addition, people who are simply driving through to C

High-level option might be ugly.

Park land, green space, re-route congestion from Montlake Blvd.

Noise, view if not designed appropriately

Provides an additional connection across the ship canal. Greatly improves interchange as compared to existing Montlake/520 "dinosaur".

Might cause the intersection of Pacific and Montlake to be quite a bit more congested than it is now, though improved interchange and bridge may make alleviate this.

Puts the UW destined traffic on that side of Montlake cut.

Destroys Foster Island huge interchange. Need to move interchange to east.

Reduces traffic on Montlake Blvd.

Reduces traffic on Montlake bridge

Reduces traffic on Montlake Bridge

Too much noise up in the air.

Relieves bottleneck for UW traffic, games, etc.

Environmental impact

Rises above current and in-place infrastructure. Less obtrusive.

Cut area off like the Alaskan Way viaduct currently does. I do like the idea of a graceful bridge span over the area if done right.

Smaller footprint thru Montlake and the essential Pacific Street Interchange

Ugly in cement form. Without cable stay or suspension not worth it.

Solve Montlake and Pacific tie-up with direct connection

Greater visual impact than lower 6-lane, more difficult to integrate HCT with tunnel connection.

This I would leave to the engineering and planning experts.

UW access

UW access from eastside. Yes!

Almost 7% grade. Shut it down in wind or cold.

UW traffic does not have to go through Montlake
and over drawbridge

Which ever way separates local from 520 thru
traffic

Would allow for the growth in jobs and students
that will be coming to UW and the University area.

Would send UW traffic to them.

Continue Analyzing?

No Response

Benefits**Drawbacks**

6 lanes for the University of Washington traffic

6 lanes don't feed into I-5--already a traffic nightmare.

Additional bandwidth for relieving traffic

Ugly growth; further erosion of Montlake neighborhood

Highly in favor of 6 lanes, 2 of which are HOV-- why spend so much money to replace one 4-lane bridge with another?

Higher cost, but if we're going to spend the money, it should be on a project that will alleviate congestion.

HOV

time

Just build it?!

Moves traffic off Montlake Bridge and Montlake Ave

Making UW mad

Need more lanes the eastside keeps growing

No opinion

None

6 lanes is too big and would further increase congestion on 405 and I-5!

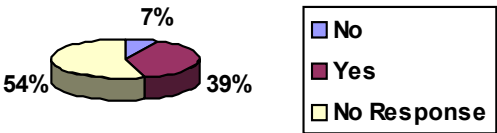
None--destroy what's left pristine.

Wreck the views, wildlife habitat, husky parking, boat ramps and boat house, encase the neighborhood in concrete!

These alternatives weren't really very evident--I guess they were there but hard to find.

5b. 6-Lane with Pacific Street Interchange

Continue Analyzing this Option?	Number:
No	13
Yes	71
No Response	99



Continue Analyzing? No

Benefits	Drawbacks
	\$\$, isolates Montlake unnecessarily, aesthetics
	Creates a huge traffic jam in Montlake
	Doesn't look as good as the High-level
	Too expensive. Too many vehicles to add to I-5.
	Very invasive with the extra off ramp
	Will only increase traffic at I-5 interchange
Do Union Bay exchange	
No benefits	
Probably cheaper than a suspension bridge	If this is a floating bridge this means paving over Portage bay

Continue Analyzing?

Yes

Benefits**Drawbacks**

	Crowds hospital and stadium. More traffic.
	Doesn't solve Montlake Bridge bottleneck
	Noisier? Still sending traffic through arboretum.
	Should be 4-lane
Agree that traffic would improve with Pacific St interchange. Montlake Bridge is nightmare.	Please no--way too much concrete in this area--it would wreck the Montlake neighborhood
Be honest--6 lanes=12+	6 lanes will just be a bigger parking lot
Best alternative with also relocation of major interchange to Pacific Street. Eases flow of traffic; links to light rail station. Reduces Montlake traffic	None. University of Washington must agree. Since they draw considerable traffic for classes, hospital, and games, they should find a way to make this happen.
Better for Seattle	
Better pedestrian mobility increases safety. Please continue to listen to the knowledgeable, forward thinking voices of the Better Bridge Group--Jonathan Dumban, Rob Wilkinson, Peter Stiner, etc.	
Better than high level.	
Commuting options	
Connection to Sound Transit. Reduction of traffic at Montlake & 520.	Loss of transit stop. Impact on Arboretum.
Definitely best for optimizing traffic and handles current bottlenecks well. Looks good for transit connectivity too.	
Don't know enough	
Easier UW access	Is there road capacity to absorb the vehicles? Has it been designed for transit?
Eliminate congestion and traffic back-ups through already crowded surface streets, residential neighborhoods and the Arboretum.	
Gets rid of that damn set of stoplights right at the end of 520 exits	Potential for added congestion at Husky Stadium, particularly during events
Given connection	
Great access to UW	None

Helps traffic flow from Montlake Blvd. NE

If lid is big enough and no ramps exit south of Montlake Bridge--neighborhood will be enhanced

None

Improve transit to UW med ctr. and surroundings

Cost

Improves traffic; connects to light rail

LA freeway! Control of traffic is necessary as UW is destination, and tunnel for N-S 23rd Montlake traffic

Impact on neighborhoods. Please landscape the lakeside of this massive invasion as we have no sound barriers.

Less impact to community, better connection to UW, safer connections

None

Lesser cost than hi-level, smaller profile. Moves bridge traffic queue out of Montlake community.

Interference with NOAA operations

Lids can be attractive and park-like. Pac St I/C makes more sense re existing bus system.

Local transport and transit conflict and improves neighborhood.

Opposite of above

Less noise

Pacific St Interchange looks like it would get U Dist traffic to destination more efficiently. Many more benefits but my handwriting does not fit.

Pacific St. interchange is necessary--Montlake is a horrible bottleneck. It's crazy to have so much commuter traffic encounter a drawbridge and a 4-lane bottleneck through a residential neighborhood. In addition, people who are simply driving through to C

Provides an additional connection across the ship canal. Greatly improves interchange as compared to existing Montlake/520 "dinosaur".

Might cause the intersection of Pacific and Montlake to be quite a bit more congested than it is now, though improved interchange and bridge may make alleviate this.

Reduces traffic on Montlake bridge

Reduces traffic on Montlake Bridge

Better, but the sloped lane in front of my house (E. Lake Wash Blvd) will be noisy.

Relieves congestion in Montlake. Better North/South throughput on Montlake Blvd.

none

Reroute congestion, as above

Noise! Footprint, needs larger cap

Restores usable land. Makes sensible connection to rapid transit

Solve Montlake and Pacific tie up with direct connection.

Steeper grades at Portage Bay but no worse than existing.

Supports the high-volume of traffic.

Less intrusive than high-level option.

The best option by far. Small footprint through Montlake, allows a real lid, and greenspace.

None. Great transit connection.

There must be trees and foliage on the lake side of the SR 520 from Foster Island to the University Stadium or the Laurelhurst community will strongly oppose the project.

This I would leave to the engineering and planning experts.

Traffic relief at Montlake Bridge

Use the UW parking lot for transit, not cars

Continue Analyzing?

No Response

Benefits**Drawbacks**

Less traffic on 24th

Moves traffic off Montlake Bridge

No opinion

Prefer Pacific St Interchange to current Montlake Blvd / 520 interchange

Provides better University access from Eastside

These alternatives weren't really very evident--I guess they were there but hard to find.

Which ever way separates local from 520 thru traffic

Yes-puts the people where the mass transit station is and UW

6 lanes is too big and would further increase congestion on 405 and I-5!

No Montlake exit

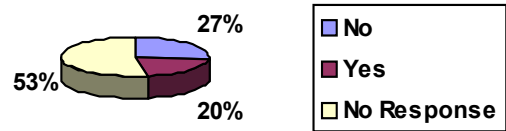
Visual, lots of space

Much larger structure across from Lk WA Blvd. where off ramps are.

Making UW mad

5c. No Montlake Freeway Transit Stop

Continue Analyzing this Option?	Number:
No	49
Yes	37
No Response	97



Continue Analyzing? No

Benefits	Drawbacks
	No Husky game ridership
	eliminates important link to U district
	This transit stop draws ridership from a number of neighborhoods that would be inefficient to serve more directly.
	This seems very bad. Especially for regional mass transit options.
	The 545 express is brimming full every morning and evening. Lots of people use that route, both connecting to other bus routes and other human-powered commute alternatives. This is an essential feature.
We need a Montlake Rapid Transit Stop	
	Reduces Eastside access to University
Stop this now and blend with train stop at U.W.	
	Major established public transit interchange, particularly with potential light rail line stop at Husky Stadium
	Lose transit connect
	It's incredibly heavily used; key transit stop to Microsoft---unless Pacific I/C obviates need.

	<p>Impedes access (via public transportation) to the arboretum area</p> <p>If this idea is in support of the North Link Transit station at Husky Stadium, I think it is a bad idea. When I've commuted using the bus over 520, most people went from the Eastside directly to downtown. This would add too much time to the commute</p> <p>We need to do more to encourage transit use -- not discourage it.</p> <p>Stupid not to link to transit.</p>
It's used now--why eliminate	
	Where will the U.W. students get off. This is a serious limitation.
?	Access to UW Med. Ctr.
Acceptable, only if one of the 2 Pacific St. interchanges is chosen. Gets rid of weaving ramps at Montlake.	If Pacific St. I/C option is not chosen, then flyer stop is needed
All links between transportation modes should be studied.	
Allows 520 to east and I-5 traffic to access freeway sooner and avoid Montlake Blvd. Congestion	
	We need this to mass transit
If light rail doesn't stop here, why should the buses?	No connection to light rail
	Eliminates a popular location for accessing U of W by bus (not an issue if new Pacific Street Interchange has a freeway stop)
No benefits	Eliminates the flyer stop, people riding the bus would find it takes more time to transfer.
None	Need to maintain accessibility to transit
NONE	Students, employees, visitors, residents are denied access/connection to University District and the UofW. Concept should be to entice and encourage transit use not discourage, especially for younger population that is looking to save \$\$
None	This invalidates this option. You cannot do this.
None--we need to encourage mass transit use.	Reduces transit use.
Should forget this. Must be a link to light rail at Pacific St.	The stop needs to be at Pacific St. to hook into light rail.

Faster bus access from the Eastside to downtown The Montlake stop is an excellent option for Eastside folks going to the U-District

Discourages UW students from using the bus

Considering pedestrian traffic to UW, why is this a consideration as option?

Bad service change without any transit connection at Montlake and 520 for all crosslake routes

Bad idea

Access to UW would be limited. Several of my neighbors work/teach at UW

I have used this stop many times going to the University area and would be very disappointed to not have this option

Continue Analyzing?

Yes

Benefits**Drawbacks**

Serves U of W

No transit to U of W

Needed

cost

None

High usage

None

This is needed for access to Seattle transit and UW campus

Not an option to exclude--it is needed to promote public transportation.

Okay only if building Pacific St. Interchange - more important than losing transit stop.

May encourage more residents from Montlake and surrounding areas to drive to the Eastside.

One less contributor to a choke point!

Many people take the bus from the Montlake freeway stop and that should still be encouraged.

Quicker combined access UW/downtown

Takes up area at choke point

Improves traffic

Should be there unless there is a Pacific Street interchange. Taking this away will also take away many Eastside UW students/employees ability to get to campus in a timely manner

Simplifies plan

Univ Hospital and U. Campus destinations more awkward

This is only acceptable with the 6-lane/Pacific St option

Only if this was replaced by one at the UW light rail station

Need a transit stop either at Montlake or at UW light rail station, else how to people transfer

Lets traffic get where it really wants to go--U District and North

Local residents will need to adjust, and change is hard for some folks.

Improves traffic on Montlake Blvd.

Bad news for UW travelers unless you build Pacific St. interchange

Good idea, but only with Pacific Street Interchange

None-so long as there is a Pacific Street Interchange

Decreases width of 520 in major way. Allows interconnection with rapid transit at Husky Stadium.

Assuming transit will instead stop at Husky Stadium, no drawbacks.

Convenient for commuters, encourages bus riding

Extra lanes, slowing traffic

Avoid a freeway transit stop at Montlake unless there is no other way to provide transportation.

4 lanes--why make more--they dead end on both ends--It really is 9+10+ The more lanes you build--the more cars that will come! It happens every time.

Those residents wish to eliminate it.

Uncertain

UW football games, UW students--all big users. Why decrease usability of mass transit?

I will probably have to change buses on my way to work. Add significant hassle to a bus commute.

I transfer 2 times daily at this stop so there will need to be an (improved) alternative or it will negatively impact my commute by transit. Only do this if it's a net positive for metro bus south on 23rd.

Investigate only if this still will be a major thoroughfare (hope not) - high bridge over the cut is a tempting alternative.

Continue Analyzing?

No Response

Benefits**Drawbacks**

	Need that stop
Moves transit stop to light rail station.	
What is the Montlake Freeway? The street in front of my house on Montlake Bv?	
These alternatives weren't really very evident--I guess they were there but hard to find.	
Only if stadium stop is developed	Current stop used by many pedestrians
Only consider if Pacific Street interchange is used and busses can be caught there, including routes like 545, 242, 255, etc.	Need a place to catch a bus from/to UW, and Montlake or Pacific is the logical spot.
Nuts	Must keep transit interchange--this serves thousands of riders.
None	Loss of a very well-used stop. No single stop for all bus routes to eastside. Terrible for cyclists.
None	Discourage non-auto alternatives
No opinion	
	It would make it more difficult for me to take public transit to Eastside.
Narrower footprint	Transit stop is very valuable and much used. Take it away only if a viable alternative is provided.
I think the freeway stop needs to remain. It is used not only for the University but for Husky transport on weekends - a must alternative.	
How do folks get to the UW?	
	Where does one transfer from Montlake to the Eastside?
	This is a very bad idea. I thought the purpose of the project was to encourage transit use not remove it.
	Keep it--people need to use the bus more not less.
	Is a light rail stop planned on the south side of 520 at Montlake? Freeway bus stop and light rail at the same location has benefits.

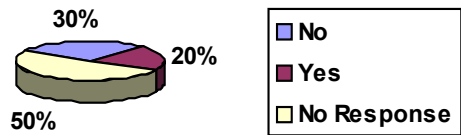
I think a lot of local people use this now.

Harder to access bus? Where is bus stop?

Need this for people going to the UW

5d. Second Montlake Bascule Bridge

Continue Analyzing this Option?	Number:
No	54
Yes	36
No Response	93



Continue Analyzing? No

<u>Benefits</u>	<u>Drawbacks</u>
-----------------	------------------

- Additional expense for no apparent benefit.
- Destroys homes
- Encourages too much surface traffic on already busy streets, leads to continued deterioration of the cohesiveness of the Montlake community by further dividing the neighborhood with traffic and making it even less pedestrian-friendly.
- I think the Pacific Street interchange is a much better design
- Increased congestion, no increased transportation flow
- Major impact on community. Terrible plan.
- Not enough benefit.
- Pacific Street bridge is better.
- Really bad idea.
- Requires destruction of homes
- Revolution will be a bloody mess.
- Routes traffic through bad congestion at Montlake & 520 interchange.

Ruins character of existing bridge/area

Still have to go through a residential neighborhood and a drawbridge. Makes more sense to guide drivers where they're most likely going--U District and North Seattle; or Madison Valley. Montlake residents might have a few extra minutes of commute. Capitol

Too much traffic--build it more cars will come. Mess up historical area.

Very invasive, but where will all the traffic go?

Will destroy neighborhood, result in lost housing

How dare you! Is nothing sacred anymore! In 8+ years you have not solved the Montlake interchange. It seems obvious there is no solution--get rid of metered ramps. They just hurt the neighborhoods and don't work!

People lose their homes--problem still not erased!

I don't even know what this means

None

A non-starter! Turns the Boulevard into a freeway, destroys homes. Abandon this idea now! Won't solve backups after bridge openings, either.

None

Does not solve congestion through Montlake.

None

Doesn't solve issue that most of traffic is north of ship canal

None

Increases car traffic and destroys usable land: this is an anachronism that does not solve any transit problem but will create them.

None

It seems that would only increase traffic through Montlake streets, and would require losing some Montlake homes.

None

Only encourages more traffic

None

Still have huge traffic problems on Montlake Blvd. Tears up neighborhood.

None

Too much surface traffic and destruction of houses.

None

Ugly; takes houses.

None

Would be just as busy and disruptive as current Montlake bridge and would be unnecessary with high-rise span over the area.

None! Whose idea was this?

Leaves the Montlake traffic mess intact. Traffic jams will only grow worse.

None. Does nothing to resolve traffic issues we already have at this intersection. Destroys historic landmark.

Destroys the community. Does nothing to solve existing interchange issues. Does not reduce traffic flow.

None. Horrible idea.

Destroys homes, ruins historic nature of Montlake Bridge, keeps the interchange in Montlake, when it should be at Pacific.

None. What's a bascule?

unspeakable aesthetics and traffic

None--you're altering a historic bridge

Really none

Too disruptive to Montlake community

Stop now

Very little

Cost and bottlenecks

Why?

Why?

Continue Analyzing?

Yes

Benefits**Drawbacks**

	Crowds hospital and stadium.
Don't know enough	
Ease traffic at peak times. Would like to see a ped. Path from Montlake to Pacific St. Station	No extra bridge to Pacific St.
Easier access to everything people use Montlake for already.	Additional cost.
Helps congestion bottleneck on Montlake blvd. but does not solve any congestion problem elsewhere	Very costly including land acquisition
Helps traffic flow from Montlake Blvd. NE	
Improve flow	Takes out property.
Less expensive than Pacific St Interchange and large high level bridge over cut.	Continues major traffic corridor over drawbridge(s) with potential for bottleneck.
Lines up well with Montlake Blvd. Takes fewer homes.	
Need 3 lanes each way to match other parts of road	Very expensive, most likely
No! Ruins neighborhood	
Not sure	Construction would be horrendous for traffic. Unsure of impact to boaters and the waterway.
Not sure on this.	
Really necessary	Detrimental to views?
Reduces bottleneck on Montlake Bridge for South bound (and Northbound) traffic.	
Relief to a major, regular traffic bottleneck	
Simple way to increase capacity	Property needed. Enough road capacity--is the bridge the real bottleneck?
So that Montlake Blvd. can be enlarged to 6 or more lanes. Montlake Blvd. is already too crowded from University Village to the Montlake Bridge	
Speeds the flow and increases the volumes across the cut.	

Take the strain off of the Montlake intersection

It would have a negative impact on the arboretum wetland area, but the area has been effectively ruined anyway.

Would provide direct linkage to U District

If another drawbridge would add to traffic congestion not improve flow

Continue Analyzing?

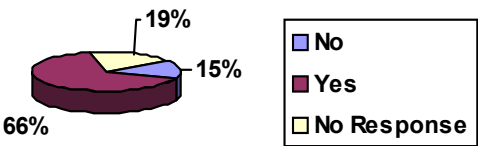
No Response

Benefits**Drawbacks**

	Expensive
	Won't need it if we go with the NE Pacific interchange
Do Not know about this???	
Good connectivity to Sound Transit	Kills Montlake Flyer Stop
No	
No opinion	
Politically? YUH 6-lane with Pacific St. Interchange doesn't make it worth it	YUH 6-lane with Pacific St. Interchange doesn't make it worth it
Relieve traffic problems on Montlake.+	
What is a bascule bridge?	
Why not just widen the current drawbridge--adding a 2nd bridge will destroy the view of the current bridge anyway--just build it to look like the current bridge but with 6 lanes--or better yet put the ramps to and from UW in a tunnel under the cut.	
Yes, yes, yes	

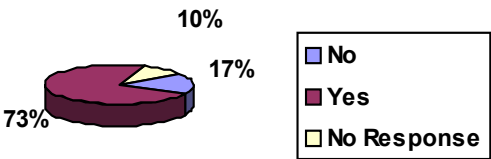
6. Do you feel that it is important to have a direct connection to the proposed North Link transit station at Husky Stadium?

Number:	
No	27
Yes	122
No Response	34



7. Were you previously aware that tolling would be part of the funding package for this project?

Number:	
No	31
Yes	134
No Response	18



8. Do you have any comments specific to tolling?

Maintain tolls for maintenance and corridor options.

I think it's a fine idea. We should pay for usage-->alternatively we should allow people to pay extra for HOV usage.

Keep the toll price reasonable to maximize volume which will make more money faster to pay off the bridge. If the toll is too high people will avoid the bridge and bleed over to I-90 or Lake City Way causing more congestion in those areas.

Let's do it

The project should be paid for by tolls and tolls only. It is only fair way to tie use to a revenue stream. State funding is unsure at best and subject to the changing tax climate. The current gas tax does not fund the project without more new taxes. There is not much trust of Olympia and/or WSDOT.

User fees are rational--fees should be reduced or eliminated after the 30 year bonds are paid off.

The more you charge the better! Price out all the poor commuters! Charge enough and Bill Gates will have the bridge to himself!

No

If it makes a 6 lane option more possible, do it!

Why not raise revenues from a source that benefits most from automobile transportation

Do it.

There should be tolls wherever possible on large scale public works projects.

No, tolling is smart. The people that use the bridge, pay for the bridge.

Bring them on.

Yes--totally in favor. Apply right now and use to subsidize ride-free zone to Eastside.

Tolls must be initiated immediately. Change the laws to allow for congestive pricing. Make tolls permanent and targeted for bridge cost and maintenance. Base the depreciation schedule of these assets on a realistic life span of the road. Put toll booths on all major arterials feeding the existing 520 bridge (Avondale, Fall City, Redmond, and Kirkland included). Use toll structure to facilitate congestive pricing.

Tolling attributes the costs to the users, which is good. Tolling could slow traffic.

What happens if someone wonders on to road without the electronic card?

Get Bill Gates to chip in \$1 billion and give Microsoft employees a toll discount.

Toll will push many to I-90.

I'm pro tolls.

Yes, put tolls on now! This should decrease traffic and encourage carpooling so we won't need extra lanes.

How will electronic tolling work for occasional trips or transits? Where do they get ATM cards? Could impact businesses that benefit from cross lake traffic. Would also push (increase) traffic on I-90 with drivers avoiding 520 tolls.

Make it modern. Don't make people stop on the freeway.

Tolling is appropriate---good.

It seems fair for users to pay part of the cost. The current bridge had tolls (\$.35?) and was paid off 10+ years in advance of original predicted date.

The people who use it should pay for it. That's how the first one was built.

Charge additional toll for rush hour.
Charge additional toll for non-HOV use.

Believe tolling will be necessary. I support tolling.

Will it ever cease?

I like the electronic toll collection.

Will there be increased/decreased tolling for bikers/pedestrians and/or HOV cars/buses/vanpools?

Acceptable

Probably necessary and will serve to make mass transit faster and more financially attractive

It is necessary

Have been told at several meetings that tolls would only partially fund the new bridge--collecting fares will create a complex system as well as a new bureaucracy.

If you use it pay for it. This is the most direct and fair means of paying for something that all will benefit from.

This needs to be done.

Basically I understood that by state law another toll could not be imposed on the same roadway. The only reason I wouldn't mind a toll is that it might encourage more drivers to use I-90 or to take public transit.

Tolling is fine.

Allows users to help pay.

Only way to pay for it.

It's fine. With proposed electronic only, how do you handle first time bridge crossers or one-time (out of town) crossers?

It has to be done and could enhance transit ridership.

That would be fine--but won't that back up traffic? Let us know how the toll / booths will work please. I am all for a toll--so many other areas have them (e.g. around Denver airport to Ft. Collins and Boulder). Tolls are a great idea--we must pay (possibly lessen trips in our case)

Charge more for big trucks. Same rate for autos, regardless of passenger count (automatic scan system, license plates, or ?)

Too bad we didn't build a decent 520 in the first place--bridges in Europe last for 100s of years.

Taxes are high enough. Let those who use the roadways pay for it. Those of us who already use mass transit recognize the impact of too many cars on the roads hence our decision to utilize public transportation.

No

A good idea--will manage demand. Users will fund construction and maintenance, which is appropriate.

Keep it low and make it electronic for auto payment.

No--gotta pay for it and then keep on collecting so can repair and replace in the future.

I haven't heard what the size of the tolls are. Making them variable--higher during rush hour--should be considered. Also lower tolls for carpools seems like a good idea.

Excellent idea. This has been, and is being done successfully in many other areas. Easy to do with fast track devices in cars.

Tolls should vary with time of day to provide demand management feature.

Necessary

I'm worried about cutting off the Eastside residents from access to the cultural and business resources of the city. I used the 520 freely for the 8 years that I lived on the Eastside. I think that tolling might place a barrier that will further divide the two halves of King County voters.

None, other than consider tolling based on vehicle occupancy.

Make costs proportional to provision costs. I.e. don't do political costs but engineering costs to reduce traffic flow by cost of bridge use.

Good idea.

Have a (better) plan for how to address drivers who don't normally commute via 520.

Forget it. Gas tax instead. Discourage the guzzlers.

Good idea.

Tolls should be forever and indexed to cost of living.

Good way to pay for it. Put the burden on those who use it.

Tolls are ok--may limit traffic somewhat--no tolerance for the old style booth.

No problem--believe those of us who use bridge should again help pay for new construction.

It is only logical for users to pay the principal burden. We did it before and it worked well.

Bad idea; it will reroute traffic over less costly routes which may be overwhelmed by the traffic. And the new road may be underutilized (see 91 freeway in Orange & Riverside counties, CA). If there is a toll AND traffic slow-downs/jams, the electorate will feel cheated.

I think tolls are a necessary part of highway use.

Do it.

Reasonable toll level is acceptable for improved usability.

It would seem to be a necessity.

The occasional or infrequent user will be a problem--by time he gets to toll place it will be too late to turn around or exit.

Put the toll reasonable. No contractor collecting the toll or for advance funding have a performance auditor so there is a reasonable chance of completed bridge without over runs--get rid of minimum wage clause in the contract.

Tolls must be voted by local affected neighborhoods.

It paid for the first 520 bridge--should NOT be reinstated.

I am completely opposed to tolling. It unfairly targets people who must cross bridge. I work at UW--very close to home. I feel as if I would be unfairly taxed if tolls were imposed.

Must do it.

Must have. It will provide source of \$'s plus encourage bus / HOV. Use remote read technology.

Make toll road an optional part. You can pay nothing and take time to travel OR pay a toll and travel faster.

Tolling should be specified BY STATUTE to end when the bonds are paid off. Don't charge \$3/trip--I can drive 60 miles on other tollways for less. DON'T force people to get transponders to use the bridge, or you will just force many cars onto I-90/405, worsen congestion, and come up short on bond payments.

Let the user pay until it's paid off. I know I'll pay

Given that tolls are a foregone conclusion, the cost should be made as low as possible. Stopping to pay the toll will only add to the 17 minutes of additional time a 6-lane alternative will add to the 520 transit time. It is a bridge to nowhere. Can the I-5 and I-405 interchanges be revised to accept the increased peak flow. Probably not in my lifetime. So you are adding cost and transit time with this project.

Give electronic passes with 40 trips.

The only thing that makes sense. But it should have a sunset provision. It should be understood that it will be a temporary measure. Maybe there should be no tolls on the HOV lanes, to encourage carpooling and buses.

I do not like tolls, but at least the actual user pays for their use. That makes it more equitable.

Electronic only

No

Please make it simple.

Tolls are essential to highway building and maintenance

Perfectly acceptable and appropriate

You really need a manual toll booth. Purely automatic booths do not cut it. There will always be an occasional user that takes the bridge and should not be fined, because the state does not want to put a manual booth. Those with electronic passes would receive a discount, vs. those who pay occasionally. How about truck traffic? Are we charging by the axle?

Tolls should be adopted for I-90 at the same time. They will benefit from increased 520 capacity.

Don't raise the toll TOO high.

What about tourists? What about people who travel once a year over the bridge? Electronic only seems quite limited.

I-90 should be tolled as well as SR-520. Binding commitment to frequent bus service (10-15 headway) from 6 am to midnight as alternative. Plan for rail across corridor including reservation of right of way.

I think it is a great idea. Long overdue.

Yes make it high enough to pay for bridge

Just make it electronic.

You plan to collect \$500-700 M in tolls, compared to greater than \$2 billion for Tacoma Narrows is grossly unfair. If Tacoma Narrows continues with 100% of its construction cost paid with tolls, then so should be the 520 bridge.

Make it as automatic and efficient as possible.

Tolling will possibly alleviate some congestion and will definitely raise funds, but I believe most who already drive will continue to do so and grow resentful of yet another "tax" they must pay.

Expect a backlash if you toll general purpose (SOV's and trucks) without providing new capacity for GP's as in the 8-lane option.

The bridge should be paid for mainly by the people using it. The most modern tolling techniques should be used. Will SR 520 tolling lead to excessive use of the I-90 floating bridge by motorists wishing to avoid paying for tolling?

Yes--tolls are fair-paid by users. A pontoon bridge is unusual roadway and should be considered as such by DOT. Past experience showed the 520 bridge was paid off easily.

My personal opinion is it should be toll always and funds used for projects in less populous areas of the state.

Customers and providers of special needs transportation (other than transit) such as Medicaid riders on taxis and ambulances will need to be considered in policy decisions on toll exemptions.

Start tolling at the old toll plaza starting yesterday. We need the money for this project now. As to the price, dedicate 10% to mitigate the impacts on the UW arboretum.

- Should toll at 100% of construction cost like being done at Tacoma Narrows
- 100% tolls needed to give fairness and equity to Tacoma Narrows bridge situation. Then use the \$4B on other state projects
- Not having a toll booth is really poor planning by WSDOT.

It cannot cover all of the cost and must be time limited.

People will be happy to pay toll if you have a great solution - i.e. include Rapid Transit, keep arboretum access to 520, have a comprehensive/long-term plan that includes building the larger/long term bridge

Not a fearful solution; pay-as-you-go ok as long as road improvements and surface maintenance given high visible priority.

Need to pay for this somehow. Tolls seem like a good way to pay for it.

Need to pay for this somehow. Tolls seem like a good way to pay for it.

People who use the roads should pay for them! As in most states, I believe we should have an option of paying ahead with a device in the car signifying that and allowing those to go in separate lanes

Pay as you go. If the public finances are limited or non-existent then the users should pay. I remember a time when there were tolls on the bridges and it wasn't an issue back then.

Toll the single-occupancy vehicles as high as possible, let carpools, bikes, etc. ride for free. Make these people understand that driving their shiny cars wherever they like is NOT a good thing for all of us anymore. Discourage single-occupant car use in favor of alternatives (mass transit, human-powered vehicles).

Just make it as easy as possible to pay tolls (electronic devices are appealing).

Okay as long as automated cards and card readers are highly encouraged and utilized by drivers.

Do it.

Oppose

In the present climate of people not wanting to pay for roads they don't travel on, I don't think there is any choice but to have tolls.

Personally, I think we should put tolls on all the major roads and freeways permanently to provide funding for improvements and upkeep. Similar to what they do in the east.

Make it reasonable for commuters but never remove it. The money gathered after covering the cost of the bridge should be used for future enhancements, maintenance and expansion of light rail.

I don't mind tolls as long as I'm getting my money's worth. Don't build a new bridge with the same traffic congestion problems as the current ones (i.e. I want an 8-lane bridge, as described above).

It should be automatic and fairly cheap. Also both HOV and SOV should pay for the toll.

I believe tolling is an excellent way to help fund this significant improvement. I use 520 regularly and would have no problem paying a toll. Targeting those who use a particular roadway is a just way to help pay for this much needed upgrade.

I concur that tolling or user fees should be part of the transportation package

Have a very clear end date and actually make it happen. One of the biggest fears (rightly so) of the general public is that the government taxing never seems to end. We approve a gas tax or a toll for a specific item/need and once that is paid off they keep collecting and directing to other projects. I like having a say and believing that once paid off, I can see the toll ending is a huge benefit.

User fees are always preferable to non-specific fees and are easier to sell. Also will encourage some to ride HOV that do not currently.

Yes. Years ago I tried to get this various thing studied before the tolls went off. The law was that they couldn't be re-imposed. However the Montlake Community wouldn't hear of it. I guess we'll never get anything unless we have tolls, but I will be very furious if other areas (such as the AK Way Viaduct) don't include them.

Everyone expects it.

I fully support tolling. People who use the bridge should certainly pay something.

Road tolls are a blessing in disguise. For many of the eastside residents, the amount will be nothing more than a blink on the radar screen, but for some, the tolls will be significant drain on their financial resources. There are other ways to better fund a project like this. Also, the toll system cost a lot of money to operate and maintain, leaving HOW MUCH for the interest payments on the capital project? Toll plazas have also been known to be places for accidents and backups (see for example North Dallas Tollway, very bad example how it can be built - but I understand it is a financially sound project - cost of construction is low, land is flat and "free" w/o any risks for earth quakes, etc, etc).

Be sure to use the toll tag system so traffic doesn't have to stop

Great idea, we need to pay for this somehow and I'd rather have the people using the freeway pay for it. I'd somehow try and include a fee for bus users as well

Must ensure that toll collection doesn't add to traffic congestion.

Tolls should be removed when the bridge has been paid for, as was done for the original 520 span.

Seems fair.

I am not sure if tolling would be applied to transit. If so, then will costs be passed on to riders? If not this is a terrific promotion for transit. Save the cost of toll be taking the bus/light rail. I would also like to see Flex Car and other carpool situations also get special lower or no tolling rates.

I like the idea of charging more during rush hours--that way, only the people who truly needed to be on the road would be. Also, PLEASE let there be some sort of electronic tolling--any kind of tollbooth would be a disaster for traffic.

9. Any Additional Comments?

Do not change the Bill Dawson Trail from Montlake playfields to Montlake Blvd. It is perfect now.

Please raise the height of the south side sound wall across Portage Bay. The 5-7 db benefit, using an 8 ft. wall is not good enough.

I would like someone to be able to tell me that no wonder what option is finally decided on that we won't be revisiting this in another 10 years.

There is finally a sane plan! The Pacific Interchange. We're glad to see lids over Portage Bay and Montlake and noise barriers. Please add noise reducing pavement in urban areas--I suppose it doesn't matter over the lake.

What an interesting sleight of hand with your slide show! When the Eastside current vs. 4 and 6 lane alternatives were shown there was plenty of time to view the three together with the clear implication that these alternatives are better. The opposite happened with the Westside views. They were flashed together for maybe half a second--hoping we wouldn't notice how horrid the 6 lane alternative is? Don't do it! It's huge, ugly and occurring in a very urban neighborhood!

Any design should get UW traffic onto a freeway sooner than is currently allowed by requiring crossing Montlake Bridge. Depressed Pacific / Montlake Blvd. with ground level pedestrian crossing allows traffic to flow much better.

Do not consider parallel bascule bridge in addition to existing Montlake bridge.

Regarding Montlake Blvd NE and Pacific Street interchange, a key issue to figure out is how transit from downtown to Eastside across 520 will flow. Want to connect to ST light rail, make access to UW convenient and allow good connections from NE Seattle.

1. This is a very poorly designed questionnaire; it is not clear what options are mutually inconsistent.

However:

2. The 6-lane option with Pacific Interchange is a good alternative.

Thank you for having these meetings. As a taxpayer I know it is so difficult to plan such a huge project. But...why can't another bridge be built across the lake (North I guess) rather than a mass of concrete crammed through the cut. I stand to lose because I live near Lake Washington Blvd and the arboretum so I am worried, however, why should this area bear such a project, while others are safe. Univ. of W and Montlake will not be picturesque. I appreciate your work, but there should be more than only 2 bridges across Lk. Washington to accommodate movement between Seattle and the Eastside.

Prefer the Union Bay exchange plan (the alternate plan of the Montlake community)

Take out the metered ramps to help back up traffic in neighborhoods. They don't work--you go thru the light and wait behind 5 cars to merge like you would normally--at 10 a.m. Montlake is backed up and the bridge traffic doesn't exist. Why do 10 parks have to be reduced so filthy traffic can park in front of them?

An expanded 520 bridge does not alleviate transportation congestion because I-5 is at capacity. Make 520 HOV only and build a third bridge between Sandpoint and Kirkland. Design increases noise at 10th & Roanoke and increases traffic congestion for local neighborhood. I don't understand why 520 expansion through Portage Bay and North Capitol Hill goes on the north since there is more right of way and fewer houses on the south side. What mitigation will be offered to residents whose noise goes up even with noise walls?

Too many people are against changes that will move us towards solutions. People who complain without offering solutions should not be heard as they represent a sample of the population who fight against change and progress.

6 lane 70' high rise.
Pacific crossover 70'

Creating an opportunity to transfer to Sound Transit is crucial.

Please study minimizing lanes and footprint--push bus transit efficiency--People will get out of their cars when they know they can depend on the bus!

As a Montlake resident I wish to once again state my opposition to the newly "re-activated" proposal of a second bascule Montlake Bridge. This option has been objected to on countless occasions, does nothing to resolve the traffic flow issues, destroys homes in our neighborhood, and will cost too much money.

Movement of the 520/Montlake interchange to Pacific Street is key to the resolution of this complicated mess.

Instead of on/off ramps into Arboretum, please study hard the possibility of putting them near I-5 connection. Then all that Capitol Hill traffic won't be forced through our neighborhoods, over Montlake bridge or into Arboretum. I know it's hard, but hey, you have smart people working for you.

I would really like the bike path--that is a major deficit in Seattle's current transit offering.

I wonder about the increased load on the roadways--even though the plan is not to increase the capacity of the bridge, I think many will expect it.

I-5 is a parking lot at rush hour and Montlake Blvd. is used at 110% of capacity. Where will the extra cars go?

Absolutely vital to have connection to North Link transit station at Husky Stadium. It would be foolish not to make this happen. I work for the University of Washington and would love to have this link.

HCT future over SR-520 bridge should consider a tunneled crossing under Montlake cut to connect with North Link light rail. The LR alignment could drop beneath proposed bridge profiles to reach Foster Island and go underground there. Connection that makes sense is to have SR-520 LR line merge into central link line northbound, then corridor continues with western extension through Wallingford to Ballard consistent with ST Long-Range plan. This allows 2 stations for connections and transfers to go south to downtown, with UW Med Center station the most likely transfer point. This configuration will be much easier if UW administration wil quit being intransigent and allow North Link to go underneath Rainier Vista, with UW Med Ctr. Station between Stevens Way and Burke-Gilman Trail. In the interim, bus transit service from a Pacific St. interchange can loop around triangle parking garage and provide access to UW Med Ctr. LR station along NE Pacific Pl. To make all these projects more possible, perhaps it is time for legislature to give Sound Transit the power of eminent domain over University property.

Do not put in Madison Park Bike connection. Neighborhood (majority of) do not want it, further degrades wetlands, encroaches on one of the few passive recreation areas (37th Ave E) that neighborhood has.

Thank you for the rich information about the project options.
Thank you for making the project designers available for all my questions..
And thanks to them for their time and patience!

Should the Montlake flyer stop continue to be used, let busses from the top (UW-271) come down the ramp and stop below, that way all buses entering the freeway can be caught from the same spot. If Pacific is used instead this is less of an issue although it should be made easy for a bus coming from downtown to exit Pacific, pick up passengers, and re-enter again (i.e. a small clockwise loop south and under the Pacific ramp)

Also, concerned that noise walls would reduce aesthetics of the view. It is pretty nice to see everything from up high on a bus, or cruising along the bike path. Walls over water don't seem as necessary as walls over land because people are already distant by a larger gap.

Have the full Pacific interchange design reflected in the next presentation.

The Pacific Interchange is crucial. It connects to Sound Transit, avoids the bottle neck caused by the Montlake Bridge, plus avoids traffic caused when traffic comes in. PLEASE remove the Montlake Interchange.

Allow for rail transit in design and right of way on land.

It would have been extremely informative and provided context and overview if there had been a 20 min presentation before the Q & A. It was confusing that the various proposals were spread across disciplines. Feel empowered to make progress!

Be sure to allow for easy access to 520 from the South. Having to cross the Montlake bridge, then loop back to 520, is dumb. We need a way on, going 520 E, and another 520 W.

I love the 6-lane option if it has a Pacific Interchange / Union Bay Bridge

If high bridge is not approved --make existing highway transit only

We live in a houseboat at the edge of a dock that faces the bridge. I am concerned that the noise wall has a gap across Portage Bay. The expanded noise points right at us. Please make the noise wall solid. The houseboat community will be greatly impacted by the expansion. We love our houseboat. Even with the present bridge, we feel a great impact. Please don't make it worse.

Project will result in unacceptable noise levels--a complete lid thru the heavy residential areas of the three points is essential--let's get realistic--where will 6-8 thousand cars per hour go when they reach I-5? The bridge needs to be replaced, but it doesn't need a 14' bike lane and 10' shoulders. What the area needs is an additional bridge location to the north at narrow part of lake--much population expansion.

I really want the noise barriers now!

Hope this project moves forward with sensitivity to existing healthy ecosystems and expeditiously.

The bike trail jog in the Medina area is totally illegal and an unnecessary added cost. All of the alternatives should be priced separately and voted on.

- Minimize deviation from current DOT right-of-way.
- Use technology to mitigate impact of freeway noise via extensive use of lids in Points communities and suitable landscaping.
- Public transit must become more user friendly to attract passengers; making life less pleasant for car drivers will not necessarily push them to take the bus.
- Thanks for the open house.

I think that your transit options are very bad and shows that you still do not know anything except how to draw big straight lines on a map.

I am alarmed that efficient and effective transit operations (bus now, HCT later) have not been considerations in this design. The present staff, as friendly and courteous as they are, simply don't understand how transit uses this corridor, and obviously, have little clue as to how it will use it after the rebuild.

Get going. Work on noise!! Something artistic in design would be nice. Check out new freeway in Phoenix.

The 520 road, at Bellevue Way should not expand south as far as is being planned.

My concern is that the building and completion of a new 520 bridge, preferably 6 lanes, is completed in time! The bridge has give a number of messages that it is stressed!
All the different interests and geographical locations agreeing is very challenging! Many have worked diligently on this project for some time. May it occur on time!

Sound mitigation on 34th St., Clyde Hill between 96th and 98th hasn't been addressed very much if at all. 34th St. is 50' above present highway and this is a problem as sound walls would have to be very high to be effective. Same basic redesign like lowering 520 signs would give some help here hopefully.

Because of I-5 connection problems you are short changing the solution to 520 problem--this results in an inadequate long term solution to cross lake transportation--even though it costs a lot of money and construction delays and inconvenience.

Get a new transportation dept. and start building roads rather than letting the tax money get into the general fund.

Can the South Kirkland Park & Ride be moved to the DOT site next to the freeway? Would this make transit connection easier? Perhaps a land swap--P&R for DOT. Build a multi-level garage structure for the P&R at the DOT site and east traffic on 108th.

What is DOT doing to solve the choke points at I-5 and the east end of the 520 corridor, i.e., the 1st lite in Redmond? I think these areas need to be considered before you widen the 520 corridor.

Eastside freeway lids (Evergreen Pt Rd/84th/92nd) are a requirement for community approval. Also noise walls. Need a further design/discussion of polluted stormwater runoff treatment facilities (shoreside, e.g.) What TDM plans? Discuss (e.g. UW/U-Pass)

Without changing I-5 Mercer on & off ramps to 520 this project is useless.

Refusal to consider or research north end of lake for new bridge.

Please do not take away the Evergreen Pt. Freeway Station. Our focus as a community should be to create more options for mass transit not fewer. We should also strive to make using mass transit as easy as possible. It would be interesting to look at data about metro ridership to East and well and create scenario with those riders in individual cars on the road. In fact a park and ride and freeway station on Montlake might reduce log jam going east on bridge every morning.

Also, please limit to only 4-lane bridge--a larger bridge would unload traffic onto 405 and I-5 creating more grid lock.

I am opposed to a bicycle / ped lane--the buses work well for bicycles--I worry about safety for peds and bikes.

Feel strongly that 8-lane floating bridge will greatly ease congestion--otherwise bridge will continue to be bottleneck. No change west of Pacific Street. NO repeat NO impact on I-5. Would prefer free right lane from 520 westbound to Pacific St Interchange.

Add direct low-level / lake-level bike trail connector from new bridge to Madison / lakefront area. (it's not shown on your displays, but I know Seattle has now asked it to be studied.)

Extend trail west from Montlake to Roanoke (4-5% grade is sim to I-90 high-rise and is not a constraint for bike-peds

Add a trail connection on the old LW Blvd row along south side of freeway, between Bellevue Way and vicin 98th-100th Ave (the old part slab is still there!) This saves a lot of climbing for EB bikes destined to SB Bellevue Way

We need to have a direct connection from Montlake to Roanoke up the new viaduct. I was told it will be 4% vs. 5% today--even easier. At the west end you would have the bike path depart from roadway and climb gradually up to Roanoke--just like I-90 and Mt. Baker. For commuters heading downtown otherwise they have to somehow get from Montlake via UW/BGT/Univ Bridge or climb through Montlake up to Roanoke. Make the direct connection.

Need bike connection from Montlake to Roanoke. Would like bike/ped continuous path on northside option.

Please identify the documents that provide the life cycle cost estimate for each alternative.

1. Please add quantitative measures of cost-effectiveness to each alternative.
2. Please provide a reference to the design requirements specification for the project.
3. Please identify the specific quantitative measures of performance, reliability and system effectiveness used to evaluate each alternative.

I want a sound absorbing lid over all of Highway 520 from Lake Washington to the 405 freeway. Some (3) short lids with trees etc. are ok, but I want a lid over all of it so I cannot hear the freeway! Make a very low cost lide suspended by steel cables (like a tent) that reduces the frequencies above 800 Hz by 30 db.

PLEASE design the bridge to be expandible to 8 lanes and light rail, even if you only build 6 now--we WILL need it in 15 years!!

I'm impacted by cut through traffic on Lake Washington Blvd. Limit access during peak hours with carpool only. If you have to, allow neighbors "like Mercer Island" a pass to use without carpool. I'd put up with longer drive to Bellevue Way if traffic is decreased thru neighborhood west of 100th Ave NE.

I have heard that, aside from those whose property is taken for this project, there will be no mitigation offered for more construction or more traffic noise, or further encroachment on existing property.

I want eight lanes!

It has to be done, and the later the costlier. Do provide one or two places where a disabled car can pull aside, instead of tying up miles of traffic as on the present 520 bridge.

I am strongly in favor of bike/pedestrian efforts. I am encouraged by the 4-lane and 6-lane options.

Interchange between 520 and I-5 south must be improved with flyover

Currently the Montlake flyer stop has transit to/from downtown and the North end. None of the proposals allow me to get off a bus going to Seattle downtown.

I have lived on a houseboat on Portage Bay for 36 years and have endured the 520 ramp noise for that long. Expanding the bridge north will increase the noise, affect the quality of life as well as my houseboat value. I am strongly requesting that there be no break in the sound wall on the north side, between the two yacht clubs, as is currently shown; it should be continuous, and preferable with some vine vegetation to make it less unattractive.

Why not even out dips with HOV and rail tunnel to 405?

Keep current Evergreen Toll footprint with tunnel.

Noise abatement is essential

WSDOT is terrible about surface choices and noise barriers.

As a 57-year-old cyclist, I regret only that I probably will not be able to ride the eventual bicycle-pedestrian lane on the new 520 bridge.

I like the six-lane proposal. Don't know which bridge / flyover combo is best. But I love it! Build it! I'll pay anything! I applaud your vision and hard work, and hope all this comes to pass.

Priority is to replace the pontoons, since that is in danger of sinking. If I-912 passes, let the bridge sink (and blame Kirby Wilbur and NUZ 570)

Maybe get rid of Yarrow Point flyer stop, it has lesser usage than Evergreen Pt flyer stop.

Need pylon separation between GP lanes and HOV lanes.

Need to eventually rebuild the SR 520 /I-5 interchange so southbound I-5 does not have left hand exits and entrances (gets rid of NB 45th and Mercer exits weaving)

Contiguous bicycle paths, including deeper feeding paths, would be helpful.

Why are there 90 degree turns to bike paths? The same traffic flow issues apply.

More lids! The incremental costs of longer lids was unclear.

I appreciate the additional detail.

It really should be built with more capacity. Do our best to mitigate neighborhood impacts, but recognize that they cannot be eliminated. That is the price we pay for population growth.

Please call me 206-300-3425.

I am strongly convinced that you have not studied the impact of your project on Montlake Blvd.

I live in Laurelhurst. Consistently, traffic is far worse in a southbound direction, than in a northbound direction. Why then would you plan three northbound lanes and only two southbound lanes? That is nuts.

Why don't you meet me five days in a 30-day period to observe A.M. and P.M. traffic flow--I will prove it to you. Furthermore, I will put \$100 in a pot, you put \$100 in a pot and if we observe greater northbound traffic you win, southbound--I win. I am serious about this offer.

Why don't you ask the Laurelhurst Community Club what they want. Our Laurelhurst neighborhood is one of the neighborhoods most severely impacted by 520's effect on Montlake.

Please call me, Tad Somerville 206-300-3425.

Unfortunate that there is no discussion of construction impacts and approaches.

Suggest further discussions with Sound Transit to discuss benefits of using this construction to build light rail across Lake Washington. Seems a perfect opportunity to build it without further impact to lanes.

Must reserve right of way for high capacity transit from eastern high rise to Bellevue Way or 405--make it easy to add rail or monorail later--have the disruption once.

Re: direct connection to the proposed North Link Transit Station at Husky Stadium?
Light rail should go to the Eastside eventually. Don't divert or slow service to downtown Seattle

The 4-lane version seems to be the most affordable and it addresses all of the required needs. It is key to keep the transit stop. This stop is used by students and residents alike.

I commuted across I-90 bridge by bicycle for 7 1/2 years. The ped access was the worst part of my commute; far worse than Bellevue Way, 112th, 116th, etc.

Problems:

1. No separation of opposite directions of traffic, some users use left, most right side.
2. Lighting at night was at eye/bike lite level thus obscuring users from each other
3. Adjacent traffic was opposite direction so headlights in your eyes and head-on wind blast.

Please consider traffic safety for cyclists! Separate traffic of opposite directions! Use overhead lighting! Adjacent motorized traffic should be same direction.

Best option: Bike access both sides with cyclists same direction as adjacent motorists.

This was a very poor way to explain such a complicated problem. I think we deserved a well-planned slide presentation by those in charge of project.

I don't think you need 14' wide bike lanes (8'?) During the construction phase, why tear down the existing Portage Bay Bridge and build a temporary bridge? Perhaps a portion can be torn down and build out rigger lanes temporarily off the remaining existing bridge.

ATTN: Michael Minor, Maureen Sullivan

Any change needs full sound barriers on north side of project across Portage Bay.
As proposed the hole in sound barriers will funnel higher noise directly at our house/dock--starting just north of Queen City Yacht Club. Our dock is the 2nd north of QCYC and the beginning of non-stop permanent residences on the water all along west side of Portage Bay.

To Michael Minor and Maureen Sullivan:
Portage Bay full time residents needs sound walls on north side where the picture shows no wall.

1. Very pleased with the stormwater treatment--be sure to educate public about the before and after.
2. Noise reduction--the walls are a problem. We are driving more and more miles in grey tunnels with no vegetation in sight. Options with fewest noise walls are my preference. Be creative and offer affected residents other options--double windows/plantings. Be sure that any noise walls that are created actually make a real noise reduction.

Your plan to not have a toll booth was not explained very well, but its because of space limitations. If no toll booth on 520, then take them off Tacoma Narrows and save the poor tollpayer a little money. If you can do it on 520, then you can do it on Tacoma Narrows.

I wish we did not have to wait 4 years to begin construction--why not sooner?! Must this problem really continue until 2009 before work begins on a new bridge?

No more eastbound entrances though there are non-HOV lanes on the new bridge. Present design (and utterly stupid!) has 5 entrance lanes to a 2-lane highway---a clear definition of a choke point.

The argument that the 8-lane option is off the table (relegated to an Appendix report for "study later") because "I-5 can't handle the traffic" is spurious, mis-informed, and wrong! The travel forecasters deliberately created the model to attract trips to I-5, and then said the 8 lane option "must be" put aside because I-5 can't handle the traffic! Not true! Do an honest analysis. 1/3 of the GP traffic gets off at Montlake Blvd. The bridge is the bottleneck--open it up.

Do not change the Bill Dawson Trail from Montlake Playfields to Montlake Blvd. It is perfect now.

Please raise the height of the south side sound wall across Portage Bay. The 5-7 db benefit, using an 8 ft wall is not good enough

Please make 3-dimensional models of the SR 520 project showing the proposed changes in the 6 lanes of Montlake Blvd, the 6 lanes Pacific Street Interchange, direct connection to the proposed North Link transit station, the exit and enter lanes from SR 520 going next to the Husky Stadium

I do not have sufficient information on how many people would need to connect between buses (light rail) on SR 520 and light rail at the North Link Station.

This was a very informative presentation. It represents adding freeway status to our roadways locally and the attempt to do so in a positive interactive evening was much appreciated. We found the presenters to be gracious listeners with patience and technical skills.

The biggest loss will be the trees on Montlake--spectacular each fall--as seen on TV--Husky game.

The noise wall on the north side of the bridge near Queen City and Seattle yacht clubs needs to be continuous. As plans are now, there would be a substantial increase in noise due to the opening (gap) that would affect many permanent homeowners north of the Q.C. yacht club. Our home is one of many on E. Hamlin (It is a houseboat/floating home). Also, the increased noise level would negatively affect the resale value of our property.

If soundwalls are going to be part along the Portage Bay viaduct they must continue the entire way on both sides of the freeway. If a gap is left the sound will travel across the water and impact all surrounding neighborhoods (includes houseboats). Plus if soundwall is only on south side this will deflect the sound northward. Lastly, the new crossing to Pacific St. needs to be beautiful with a signature bridge.

Forget about the 4-lane option. If 4 lanes, then just rebuild the bridge and invest remainder of \$4B elsewhere.
6 lane option will not relieve congestion.
Reconsider 8-lane option and find a way to solve negative impacts, such as I5 and I405 connection capacities.

Good work planning the replacement. Get the new bridge out there before this one sinks..

I hadn't thought of the Pacific Street interchange idea before. While I think it will aesthetically detract from the arboretum and ship canal appearance, it sounds like a great idea from a traffic standpoint, and should dramatically ease congestion in the Montlake area.

Build the Pacific Interchange! Good for traffic, bicyclists, nearby residents.

Think consider suggestions associated w the work of J Dubman and MCClub. Listen.

We definitely need to keep the arboretum access to 520

We do NOT need a bike path to Madison Park - this is not money well spent - bikers can get off at Montlake

Focus on designing, creating, and building a base transit system that resembles and provides a skeletal-backbone connection between Seattle (Southend, downtown, Lake Union, Northend) and the Eastside (North Bend, Sammamish, Issaquah, Bellevue West, Bellevue Southend, downtown, Bellevue Northend, Bellevue East, Redmond West, Redmond Tech corridor, Redmond East, Redmond-Novelty Hill, Redmond-Fall City, Redmond Southend, Redmond Northend, Kirkland Southend, Kirkland West, Kirkland downtown, Kirkland East, Kirkland Northend, Bothell and Mill Creek.

A Kirkland flyer stop is needed and real bicycle lanes are needed thru Kirkland

Whatever it takes to fix the problem let's do it-time-frame doesn't matter as long as it is done right and is a permanent fix for the foreseeable future. Plus, those who use the structure out of convenience (or necessity) should pay for the structure by means of a fair toll.

I think it's important to make stops that as many people as possible can access buses - so flyer stops or other alternatives near park and rides would be very useful.

I also think mass transit location needs to be provided for. This state is eons behind the rest of the world when it comes to providing a variety of mass transit alternatives and locations to the public. People keep thinking they provide a "solution". They do not. They provide options - the more options available and widespread then the more likely folks are to get out of their cars.

Hurry.

Take traffic congestion seriously. If it's not possible / practical to build an 8-lane bridge, I think you should consider 6-lane option with no HOV lanes. That would make a big difference in traffic congestion, whereas your HOV estimates for 6-lane project no significant improvement.

We need to make sure the HOV lanes from 520 go into the HOV lanes of I-405 and I-5. This will encourage carpooling because carpools won't have to go in and out of the general purpose lanes to get somewhere, thus allowing all traffic to flow more easily.

A transit flyer stop in Kirkland would be appreciated and needed.

Also, "real" bicycle lanes are need throughout Kirkland and would improve riders ability to navigate the busy streets through Kirkland.

For goodness sake, lets just get on with it!

We need more bicycle lanes into Kirkland and we certainly need links into Kirkland. I am very sold on Monorail for the Eastside. Just think of how it could relieve the horrible SR 405.

Kirkland flyer stop is needed

Again, please include a Kirkland transit flyer stop on 520.

Very appreciated that you go out and poll the public.
Do not need any personal responses, but like to see the issues addressed in the general planning and design.

We need a transit "flyer" stop for Kirkland.
And make provisions for bicycles in Kirkland area.

Build it now.

I remember reading once that expanding 520 to eight lanes would create bottle necks at either end and would not help traffic jams in the long run. I think this is a very narrow sighted view. If we're to improve traffic throughout the region, then we need to do what is best every time we make a major change. Spending a decade studying a problem followed by hundreds of millions of dollars to only expand the HOV lane is insane and a waste of taxpayer's money. Do it right, or don't do anything at all. Since we cannot expand all of the freeways at once, then we must work them in phases. First, expand 520 to the capacity needed for the next 15-20 years. From there tackle the next freeway bottlenecks.

Make the west end merge into the right lane of I-5 instead of the left lane.

I think the www.betterbridge.org is such a fantastic and clever solution. Ignoring cost of course, I think it is a superb design and even though it would likely be more difficult for me to get onto 520 (in a car) from Capital Hill, I applaud its ability to get a lot of traffic through Montlake without destroying the area

Question 5 was difficult since there was very little explanation to the options

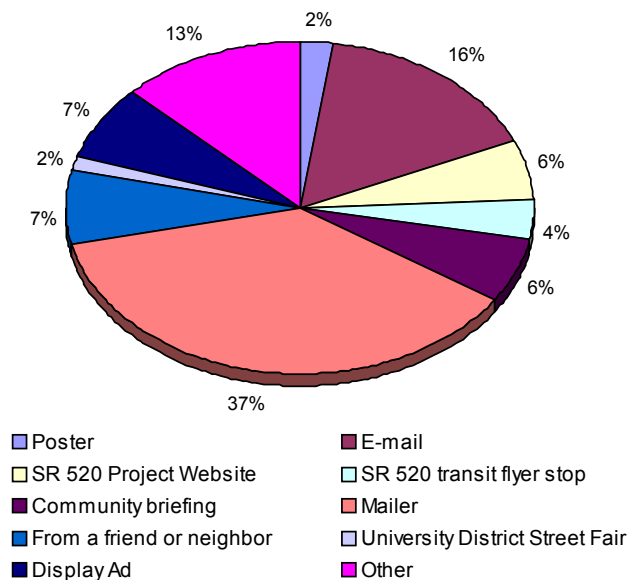
My special concern with the 520 Bridge project is getting the bike lane to connect up with the already existing bike path on 520. At the very least, at the Lake Washington Blvd. terminus of the bike path, I would like to see a left turn lane for bikes installed at the light on Points Drive. Then if bike lanes could be added to Lake Washington Blvd north to NE 38th Place, it would allow bicyclists safe passage to the South Kirkland Park and Ride, where there are already bike lockers installed. They can continue their commute by transit. Or if bike connectivity can be continued along Northrup (unlikely) or along the BNSF rail line, past the Bellevue Service Center and onto 116th, we could conceivably hook the two paths very easily at that point. Imagine being able to bike Sound to Sammamish! (I see a triathlon opportunity in the making!)

Please consider a partial 8-lane option between 405 and Pacific St. Why?

1. Mayor Nickels is talking about encouraging growth in the U District. Imagine thousands of extra commuters living in high-rise condos. Microsoft is talking about hiring 10,000 extra workers in the next ten years. You've got to have extra capacity for these people.
 2. Dedicated HOV lanes will not provide sufficient extra capacity because many people cannot carpool. It's not a choice for everybody--I'd love to carpool. But my coworkers live all over Seattle, and none of them are near me. And casual carpooling or ridesharing is going to be very difficult--the Eastside is too spread out for Seattle residents to be able to link up with others in our neighborhood who also happen to work close to us.
 3. It would enable better balance between congestion on surface streets and 520. Today, to keep traffic flowing on 520, there's often a 20-minute or longer backup on surface streets (Montlake northbound particularly). That's not fair to people who work and live in Seattle, but get caught in 520 overflow every morning. Metering lights don't solve capacity problems, they just displace traffic back to surface streets.
-

10. How did you hear about this open house

Poster	4
E-mail	30
SR 520 Project Website	11
SR 520 transit flyer stop	7
Community briefing	12
Mailer	69
From a friend or neighbor	13
University District Street Fair	3
Display Ad	13
Other	24



Other Methods and Newspaper Details:

announcement in King County Journal
 Article in Monday Seattle Times
 BetterBridge.com
 can't remember
 Church Bulletin
 East King Journal newspaper
 Husband
 Journal American article
 King County Journal
 Link from WSDOT web
 MCC online forum
 Montlake C.C.
 My dad works for Parametrix and he brought me here.
 News on Channel 4
 Newspaper
 Newspaper article
 Partner
 Pat Clark
 Poster at Chinook Middle School
 Seattle Times
 Seattle Times / Bob Ferguson - neighborhood meeting
 Seattle Times newspaper story
 Through our residential dock association--Hamlin Cove

Times and Eastside Journal

Times article

Times, Journal

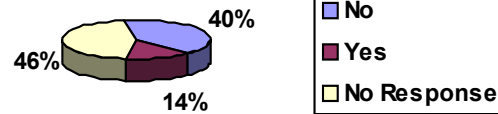
TV

Very small item Eastside Journal

WSDOT website / home page

12. Are you part of a community organization that would like a briefing?

No	74
Yes	26
No Response	83



Organizations Requesting Briefings:

We'll call you

Montlake Community Club

RCA719@yahoo.com

Montlake Community Club

Montlake community

Men's luncheon, Gardens at Town Square--Winslow Buxton: 425-454-9939

Montlake Community Club

Montlake for a Better 520 and Montlake Community Club

Sierra Club Transportation Committee--Tim Gould (206) 675-0691

Montlake Community Club

Montlake Community Club

Richard Wallace: 425-454-0231

Central Houghton Neighborhood Association - Lisa McConnell 425-827-4642

Cascade Bicycle Club, City of Bellevue Ped-Bike Committee

Cascade Bicycle Club Advocacy Committee 206-522-9479

Dick Swanson, president of our dock society: 206-320-8520, dickswanson@comcast.net

Cascade Bicycle Club, possibly

Laurelhurst Community Club

Laurelhurst Community Club: jeannich@serv.net

Dick Swanson, President of our Dock Society, 206-320-8520

Kirkland Rotary; Patti Smith, Programs 425-822-1818

NJNA.org Nels Myren-President

Montlake Community Club

Friday, September 02, 2005